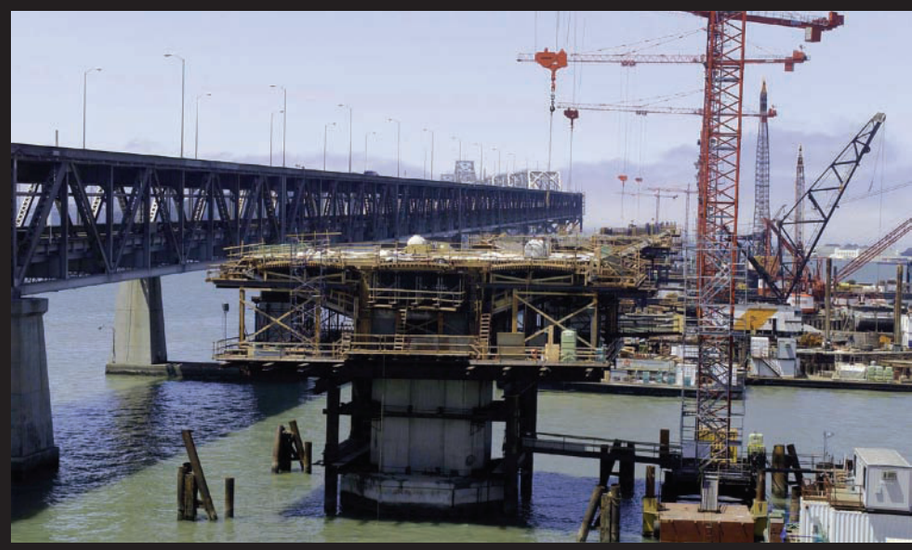
TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

July 15, 2009

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: July 7, 2009

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – July 15, 2009

Herewith is the TBPOC Meeting Materials Packet for the July 15th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

Final Agenda

TBPOC MEETING
July 15, 2009, 10:00 am – 1:00 pm
Mission Bay Office, Conference Room 1906, 325 Burma Road, Oakland

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	W. Kempton, CT	5 min	Information
2.	**TBPOC/ ABF/ TYLMN Discussion** a. SAS Mitigation and Acceleration Update	PMT	90 min	Information
3.	**CONSENT CALENDAR** a. TBPOC June 4, 2009 Meeting Minutes* b. Yerba Buena Island Detour Contract Change Orders (CCOs): 1) CCO 75-S1 (Bent W7 Structure Backfill & Eliminate Polyeurathane Fill)* 2) CCO 91-S2 (Contract Time Extension To December 10, 2010)* 3) CCO 112-S4 (Steel Procurement – Additional Funds)* 4) CCO 116-S2 (Skid Bent Transportation – Additional Funds)* 5) CCO 204 (Labor Day Weekend Support Costs)*	A. Fremier, BATA D. Noel, CTC	1 min 5 min	Approval Approval
4.	**PROGRESS REPORTS** a. Final June 2009 Monthly Progress Report**	A. Fremier, BATA	1 min	Information
5.	**PROGRAM ISSUES** a. QA/ QC Update* b. PMT Operations*	T. Anziano, CT PMT	20 min 20 min	Information Information
6.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES** a. Yerba Buena Island Transition Structures No. 1 Update* b. Oakland Touchdown (OTD) No. 1 Update*	T. Anziano, CT T. Anziano, CT	5 min 5 min	Information Information
7.	**DUMBARTON/ ANTIOCH BRIDGES** a. Update/ Schedule/ Environmental Permits*	B. Maroney, CT/ M. Pazooki, CT	20 min	Information
8.	**BENICIA – MARTINEZ BRIDGE** a. 1962 Benicia-Martinez Bridge Modification Update*	P. Lee, BATA/ M. Pazooki, CT	10 min	Information
9.	**OTHER BUSINESS**			
10.	**YERBA BUENA ISLAND TOUR (Optional)**	B. Casey, CT	45 min	Information

Next TBPOC Meeting: August 6, 2009, 10:00 AM – 1:00 PM
Mission Bay Office, 325 Burma Road, Oakland

*Attachments
** Stand-alone document included in the binders

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Table of Contents

TBPOC MEETING
July 15, 2009

*Attachments
**Stand-alone document included in the binder

ITEM 1: CHAIR'S REPORT

No Attachments

ITEM 2: TBPOC / ABF / TYLMN DISCUSSION

a. SAS Mitigation and Acceleration Update

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 24, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a

Item- Consent Calendar
June 4, 2009 Meeting Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the June 4, 2009 Meeting Minutes.

Attachment(s):
June 4, 2009 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
June 4, 2009, 10:00 AM – 1:00 PM
Caltrans Headquarters, Conference Room 2116,
1120 N St., Sacramento

Attendees: TBPOC Members: Will Kempton, Steve Heminger, and Bimla Rhinehart
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Ade Akinsanya, Mike Forner, Michele DiFrancia, Steve Hulsebus, Beatriz Lacson, Rick Land, Peter Lee, Brian Maroney, Effie Milionis, Bart Ney, Dina Noel, Gary Pursell, Bijan Sartipi, Pete Siegenthaler, Jon Tapping, Ken Terpstra, and Jason Weinstein
Part-Time Participants, ABF: Mike Flowers, Doug Fuller, Don Jones, Bob Luffy, and Peter van der Waart
Part-Time Participants, TYL/MN: Alvaro Piedrahita, Bob Nichol, Dennis Jang, Marwan Nader, Al Ely

Convened: 10:20 AM

Items	Action
1. CHAIR'S REPORT • Will Kempton, the Chair, acknowledged with thanks the Rosa Parks Diversity Award that Caltrans received from the Women's Transportation Seminar (WTS). He also expressed pride in the Caltrans bicycle commute miles pledge that won it the May Million-Mile Month competition, beating all other agencies. • The Chair reported that the current budget situation is the worst the State of California has ever been in. o The State Highway Operations and Protection Program (SHOPP) will be cut in half from $2.2B to $1.1B, against a $6.2B need. o The recent defeat of the budget initiatives at the polls has left the two-year budget, balanced as of	

Items	Action
February 2009, with a $24B deficit. o While this project is not affected, there are serious problems down the road, e.g., lack of a stable funding source, that do not bode well for State transportation.	
2. TBPOC / ABF / TYLMN Discussion • The Chair welcomed the ABF and TY Lin / Moffatt & Nichol (TYL/MN) guests to the meeting. • Tony Anziano noted that this is the first time the principals of ABF and TYL/MN are meeting together, and distributed, for review and discussion, charts developed by Team China on SAS Fabrication Status, May 29, 2009, East End Detailing projections (June 2nd 2009), and East End Shop Drawings. He also announced that CCO 108 was ready for ABF signature (CCO 108 handed to Mike Flowers for ABF action). o Tony Anziano indicated that there continues to be schedule challenges. o Mike Flowers (ABF) reported that the first shipment should arrive in late July, (instead of the June date announced at last month's TBPOC meeting), due to weld problems caught by the green tag process. ➢ Per Bob Luffy (ABF), there is no indication that subsequent shipments will be affected by this delay. o The TBPOC expressed concern over the lateness of this problem discovery, right before shipment, which does not inspire confidence. o ABF is in communication with ZPMC's top management to	

Items	Action
address cultural challenges and audit QC reports to ensure that the quality process is working and no further delays are experienced. o TYL/MN described the shop drawing process and pointed out that mitigation measures are addressing fabrication concerns and ensuring that design expectations are met. o All else being considered (fabrication of sections 13 and 14 elsewhere, changing sequence of placement, adding design personnel in Vancouver, etc.), it was concluded that staying the course makes the most common sense. o While there have been dramatic improvements in the past six months and all possible acceleration efforts are being performed, constraints continue to impede the shop drawing approval process. ➢ Bob Luffy assured the TBPOC that there would be an improvement in the schedule end date if the liability issue were addressed.	• ABF and TYL/MN to develop recommendations on how to address the liability issue, and what they would require to accelerate the schedule, for presentation to the TBPOC via conference call in ten days.
3. CONSENT CALENDAR • Andy Fremier presented items 3a and 3b below for TBPOC approval. a. May 7 , 2009 TBPOC Meeting Minutes b. May 19, 2009 TBPOC Conference Call Minutes c. YBITS Addendum #4 • Tony Anziano requested formal TBPOC approval for YBITS No. 1 Addendum #4, which informs all the bidders about the revised bid	• The TBPOC **APPROVED** the consent calendar items, as presented.

Items	Action
opening date of December 15, 2009. o The TBPOC, at its May 7, 2009 meeting, approved extending the YBITS No. 1 bid opening date from July 14, 2009 to December 15, 2009. d. YBI Detour Contract Change Orders (CCO's) 1) CCO 129, S2 (for information only) - $1,177,000 for final incentive payment to accelerate the truss erection work. 2) CCO 140, S1 (for information only) - $300,000 for final incentive payment to accelerate the truss fabrication work. 3) CCO 141, S1 – $1,500,000 for the total incentive payment to the contractor for building the Frame 1 bent cap superstructure. 4) CCO 153 - $2,389,940 for the cost of constructing the East Tie-In concrete deck. 5) CCO 166, S1 - $900,000 for the total incentive payment to the contractor for fabrication of the skid bents. 6) CCO 171 - $10,147,370 for the cost to roll out the existing YB4 Span and roll in the new East Tie-In structure. 7) CCO 184 - $3,000,000 for partial payment of cost incurred as a result of design changes impacting the shop drawings needed to fabricate the East Tie-In steel truss. 8) CCO 186 - $2,635,910 for traffic management systems cost during the four-day Labor Day weekend Bay Bridge closure and traffic switch onto the YBI Detour.	
4. PROGRESS REPORTS a. Draft May 2009 Monthly Progress	

Items	Action
Report • Andy Fremier presented, for TBPOC approval, the May 2009 Monthly Progress Report, final copies of which were handed out.	• The TBPOC **APPROVED** the May 2009 Monthly Progress Report, as presented.
5. PROGRAM ISSUES a. PMT Efficiency Recommendations • The TBPOC and PMT convened after the meeting to discuss this item. b. Communications Plan Update • Bart Ney (PIO) presented, for TBPOC information, the highlights of the past three months and anticipated activity throughout the summer leading up to the Labor Day weekend closure of the Bay Bridge. o Topics covered included education outreach, milestones, online communication, awards, tours, small business, World Expo 2010 (Shanghai). • A six-point East Tie-In messaging plan was presented for TBPOC approval. o When asked about the level of public acceptance on the four-day bridge closure, the PIO indicated that the public appears to have an understanding of the closure and commute impacts. o As we get closer to the date and wind statistics and analyses are more defined, an announcement about exact scheduling for the four-day closure will be made. o In order to avoid confusing the public, the TBPOC agreed that the Contingency Plan (see item 6a2 below) should be addressed only upon inquiry. o The PIO confirmed that the message to the public is that the reduced speed limit of 40 mph on the YBI Detour will be	• The TBPOC **APPROVED** the East Tie-In messaging plan, with instructions to focus on the four-day Labor Day weekend bridge closure and relegate the contingency plan (Point #6) as a talking point. • The PIO to inform Mark Desio (Caltrans External Affairs Deputy Director) about tomorrow's press release on the four-day closure.

Items	Action
permanent. o We will know no later than July 1st if BART is headed toward a strike, which could impact availability of transportation options during the Labor Day weekend bridge closure. The consensus was to let it take its course. ➢ The Chair was requested to raise the BART issue with the Governor.	
6. SAN FRANCISCO-OAKLAND BAY BRIDGE (SFOBB) UPDATES a. Yerba Buena Island (YBI) Detour 1) East Tie-In (ETI) Update • Tony Anziano reported that ETI work is progressing and is expected to be completed in time for the Roll-Out / Roll-In (RORI) operation during this year's Labor Day weekend. 2) ETI Contingency Plan • Tony Anziano presented, for TBPOC approval, the ETI Contingency Plan for an SFOBB weekend closure from Wednesday night, 9/09/09 at 8 PM through Monday, 9/14/09 at 5 AM, should the scheduled Labor Day weekend bridge closure (9/3/09, 8:00 PM – 9/8/09, 5:00 PM) be aborted. o A draft C. C. Myers East Tie-In Roll-Out/Roll-In Work Schedule for Weekend Full Bridge Closure was handed out. o It was noted that once the RORI work is started, the only option is to finish no matter how long it takes. o The TBPOC suggested that an early call be made should known weather conditions preclude a Labor Day weekend bridge	• The TBPOC **APPROVED** the ETI Contingency Plan, as presented.

Items	Action
closure. 3) YBI Detour Budget Change • Tony Anziano presented, for TBPOC approval, an increase in the approved construction contract budget of $50.6 million, for a total approved budget of $492.8 million. o The increase is within the project's risk management allowance. 4) YBI Detour Completion Date – CCO 91, S2 • Dina Noel presented, for TBPOC information, CCO 91, S2, (currently in final negotiations with the contractor), which will be ready for TBPOC approval next month. o The CCO extends the contract completion date to December 10, 2010. It will also resolve all open deferred-time CCO's.	• The TBPOC **APPROVED** the YBI Detour budget increase of $50.6 million for a total approved budget of $492.8 million, as presented.
b. Yerba Buena Island Transition Structures (YBITS) No. 1 1) YBITS 1 Addendum No. 5 • Tony Anziano presented, for TBPOC approval, Addendum No. 5, which lists 23 separate items that cover approximately 186 plan sheet revisions, for an estimated cost of $4,861,000. o Two more addenda after this are anticipated. o The Addendum No. 5 letter was handed to Steve Heminger for BATA action.	• The TBPOC **APPROVED** YBITS No. 1 Addendum No. 5, as presented.
c. Oakland Touchdown (OTD) No. 1 Update • Tony Anziano reported that the project is proceeding well, and summarized the highlights of the Westbound and Eastbound work. o Given the current progress, the	

Items	Action
project may be completed in early April 2010 ahead of the scheduled May 2010 contractual completion date.	
7 OTHER BUSINESS N/A	

Adjourned: 1:00PM

MEETING MINUTES
June 4, 2009, 10:00 AM – 1:00 PM
Caltrans Headquarters, Conference Room 2116,
1120 N St., Sacramento

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

_____ _____
BIMLA G. RHINEHART, Executive Director Date
California Transportation Commission

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 24,2009

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 3b

Item- Consent Calendar

Yerba Buena Island Detour Contract Change Orders

Recommendation:
APPROVAL

Total Cost: $11,884,737.30

East Tie-In –

CCO 112-S4	$1,500,000.00
CCO 116-S2	$300,000.00
CCO 204	$3,500,000.00

Bridge Demo/ YBI Advance –

CCO 75-S1	$1,100,000.00

Project Wide Time Escalation & Contingency –

CCO 91-S2	$5,494,737.30

Schedule Impacts:
Schedule impacts are being addressed under CCO 91 Supplemental 2, included in this TBPOC CCO approval request.

Discussion:
East Tie-In –
CCO 112-S4 in the amount of $1,500,000 – The original change order, along with Supplement No. 1, Supplement No. 2 and Supplement No. 3, provided for the advance procurement of raw steel for the fabrication of the ETI truss and skid bent system at an estimated cost of $17,000,000. The additional $1,500,000 is needed to complete the procurement of all materials. The cost for the procurement of approximately 40,000 bolts and fasteners for the truss and skid bent in conjunction with steel surcharges applied by the steel mills was significantly underestimated under Supplement No 3 and depleted the existing funding.

CCO 116-S2 in the amount of $300,000 to pay for the transportation of the skid bent and beam from the fabrication site to the project site. The original change order, along with Supplement No. 1 funded the transportation of the fabricated skid bent and beam to the project site at an estimated cost of $2,500,000. The additional $300,000 are required to complete the transportation of all the members to the project site. The cost for the four- barge shipments of the upper cross beams and skid beams exceeded the estimated cost for this work.

CCO 204 in the amount of $3,500,000 provide all labor, equipment and miscellaneous materials necessary for the installation of the permanent lead rubber bearings, pot bearings , expansion joints, steel expansion joint barrier plates, and Type K concrete barrier. It also pays for work pertaining to the traffic switch to the Temporary Bypass Structure during the 2009 Labor Day Weekend closure of the San Francisco Oakland Bay Bridge (SFOBB).

Bridge Demo/YBI Advance –
CCO 75-S1 in the not to exceed amount of $1,100,000 compensates the contractor for all outstanding costs associated with backfilling Bent W7L and W7R footings, including furnishing and installing all geogrid reinforcement and all reinforced backfill drainage. These backfilling costs were deferred under the original change order.

Project Wide Time Escalation and Contingency –
CCO 91 – S2 in the amount of $5,494,737.30 to pay the contractor for time related overhead due to a 465 working day time extension to the Yerba Buena Island Detour contract. This contract time extension is based on all work contemplated within the Contractor's May 2009 monthly update schedule. Of the 465 workings days of time extension granted under this change order, 435 of these working days shall be considered compensable. The remaining 30 working days of time extension granted under this change order shall be granted as a non-compensable time extension. This change order establishes a December 10, 2010 contract completion date. The required adjustment to Time Related Overhead payments that exceed 149% of the original contract bid item is deferred under this change order. The adjustment shall be addressed under Change Order No. 114 prior to the completion of the contract.

Attachment(s):

1. Draft CCOs: 112-S4, 116-S2, 204, 75-S1, and 91-S2
2. Draft CCO Memorandum: 112-S4, 116-S2, 204, 75-S1, and 91-S2
3. YBI Detour CCO Implementation Strategy, as of June 23, 2009

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 112	Suppl. No. 4	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide additional funds to procure materials required for the East Tie-In (ETI) structure of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)) as authorized by the Engineer.

Estimated cost of Extra Work at Force Account $1,500,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$1,500,000.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **112** SUPPLEMENT#: **4** Category Code: **CHPA**	CONTINGENCY BALANCE (incl. this change) **$45,918,940.59**
COST: **$1,500,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Add Funds Material Procurement ETI	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

additional funds for the procurement of materials for the East Tie-In (ETI) structure.

This contract calls for the construction of a temporary detour for both eastbound and westbound I-80 traffic that allows for the tie in of the east span of the new San Francisco Oakland Bay Bridge (SFOBB) to Yerba Buena Island. The detour consist of three main structures, the east tie in (ETI) to the bridge, the west tie in (WTI) to the island and the viaduct structure between the two tie ins.

The original contract was awarded as a performance-based contract with the Contractor responsible for the design of the structures based upon meeting specified design criteria. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently by the TBPOC. This memo recommended that the design of the ETI structure be assumed by the Department as opposed to the as-bid performance based contractor design.

The original change order, along with Supplement No. 1, Supplement No. 2 and Supplement No. 3, provided for the advance procurement of raw steel for the fabrication of the ETI truss and skid bent system at an estimated cost of $17,000,000.

It is now anticipated that additional funding of $1,500,000.00 shall be required to complete the procurement of all materials. The cost for the procurement of the approximately 40,000 bolts and fasteners on the truss and skid bent was significantly underestimated under Supplement No. 3 of this change order and continued steel surcharges applied by the steel mills have depleted the existing funding.

The work shall be performed as extra work at force account at an estimated cost of $1,500,000.00 and shall be financed from the contract's contingency funds. A cost analysis is on file.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change has been concurred with by Alec Melkonians - Asst. Project Manager and Hong Wong - Project Engineer.

Maintenance concurrence is not required as this change order only acts to procure materials. Concurrence for the construction of the ETI structures shall be obtained under the change order that provides for the construction of that structure.

The Contractor's signature is not required for additional funds of Extra Work at Force Account change orders. Therefore this change order is being issued unilaterally.

CONCURRED BY:		
Construction Engineer:	Bill Casey, Resident Engineer	Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):		Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$1,500,000.00	$18,500,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$1,500,000.00	$18,500,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 116	Suppl. No. 2	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide additional funds.

Estimated Cost of Extra Work at Force Account $300,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$300,000.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: E.A. 04 - 0120R4
FROM: BILL CASEY	CO-RTE-PM SF-80-12.6/13.2
	FED. NO. ACBRIM-080-1(097)N
CCO#: **116** SUPPLEMENT#: **2** Category Code: **CHPA**	CONTINGENCY BALANCE (incl. this change) **$45,618,940.59**
COST: **$300,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Add Funds for ETI Skid Bent & Beam	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

additional funds for the transportation of the skid bent and beam from the fabrication site to the project site.

This contract calls for the construction of a temporary detour for both eastbound and westbound I-80 traffic that allows for the tie in of the east span of the new San Francisco Oakland Bay Bridge (SFOBB) to Yerba Buena Island. The detour consist of three main structures, the east tie in (ETI) to the bridge, the west tie in (WTI) to the island and the viaduct structure between the two tie ins.

The original contract was awarded as a performance-based contract with the Contractor responsible for the design of the structures based upon meeting specified design criteria. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently by the TBPOC. This memo recommended that the design of the ETI structure be assumed by the Department as opposed to the as-bid performance based contractor design.

The original contract change order, along with Supplement No. 1 provided force account funding for the transportation of the fabricated skid bent and beam to the project site at an estimated cost of $2,500,000.00.

It is now anticipated that additional funding of $300,000.00 shall be required to complete the transportation of all the members to the project site. The cost for the 4 barge shipments of the upper cross beams and skid beams has exceeded the estimated cost for this work.

The work shall be performed as extra work at force account at an estimated cost of $300,000.00 and shall be financed from the contract's contingency funds. A cost analysis is on file.

The contractor's acceptance of this supplemental change order is not required as it provides additional funds only for the previously defined scope of work. Therefore this change order is being issued unilaterally.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

Maintenance concurrence is not required as this change order only acts to procure materials. Concurrence for the construction of the ETI structures shall be obtained under the change order that provides for the construction of that structure.

This change has been concurred with by Alec Melkonians - Asst. Project Manager and Hong Wong - Project Engineer.

CONTRACT CHANGE ORDER MEMORANDUM

CONCURRED BY:		
Construction Engineer:	Bill Casey, Resident Engineer	Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):		Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$300,000.00	$2,800,000.00
AGREED PRICE	$0.00	$12,966,180.00
ADJUSTMENT	$0.00	$596,750.00
TOTAL	$300,000.00	$16,362,930.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 204	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Perform the following work pertaining to the construction of the East Tie In Truss:

1) Provide all labor, equipment and miscellaneous materials necessary for the installation of the permanent lead rubber bearings and pot bearings for the East Tie In Truss at Bent 52A and Pier E1 in accordance with the plan sheets issued under Contract Change Order No. 149, including all supplements, and as authorized by the Engineer.

2) Provide all labor, equipment and miscellaneous materials necessary for the installation of the expansion joints, including deck panels, masonry plate and bearing plate, at Bent 52A and Pier E1 for the East Tie In Truss in accordance with plan sheets issued under Contract Change Order No. 144, including all supplements, and as authorized by the Engineer.

3) Provide all labor, equipment and miscellaneous materials necessary for the installation of the steel expansion joint barrier plates and Type K concrete barrier for the East Tie In Truss in accordance with plan sheets issued under Contract Change Orders No. 174 and No. 202, including all supplements, and as authorized by the Engineer.

Perform the following work pertaining to the traffic switch to the Temporary Bypass Structure during the 2009 Labor Day Weekend closure of the San Francisco Oakland Bay Bridge (SFOBB):

1) Provide all labor, equipment and miscellaneous materials necessary for the support of Mammoet USA during the actual roll out of Span YB4 and the roll in of the East Tie In Truss in accordance with the provisions and plans sheets of Contract Change Order No. 177, and as authorized by the Engineer.

2) Provide all flagging, traffic control, and crowd control at the project site during the Labor Day Weekend closure as authorized by the Engineer.

3) Provide miscellaneous support of the Labor Day Weekend closure activities as authorized by the Engineer.

4) In accordance with Section 9-1.03B "Work Performed by Special Forces or Other Special Services" of the Standard Specifications, the Contractor shall reimburse the City of San Francisco, City of Oakland, City of San Rafael, City of Emeryville, and the City of Hayward in order that these cities provide traffic control officers at locations designated by the Engineer in order to minimize regional traffic disruptions caused by the 2009 Labor Day Weekend closure of the SFOBB. The Contractor shall pay the amount of each invoice submitted by these cities within 30 calendar days of their approval by the Engineer.

Estimated Cost of Extra Work at Force Account $3,500,000.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 204	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

Estimated Cost: Increase ☑ Decrease ☐ **$3,500,000.00**

By **reason of this order the time of completion will be adjusted as follows:** Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: E.A. 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	FED. NO. ACBRIM-080-1(097)N
CCO#: **204** SUPPLEMENT#: **0** Category Code: **CHXX**	CONTINGENCY BALANCE (incl. this change) **$35,524,203.59**
COST: **$3,500,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Labor Day Weekend Closure Support Costs	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

the installation of the bearings, expansion joints and steel and concrete barriers for the East Tie In (ETI) Truss and all support costs pertaining to the traffic switch to the Temporary Bypass Structure during the 2009 Labor Day Weekend closure of the San Francisco Oakland Bay Bridge (SFOBB).

This contract calls for the construction of a temporary detour for both eastbound and westbound I-80 traffic that allows for the tie in of the east span of the new San Francisco Oakland Bay Bridge (SFOBB) to Yerba Buena Island. The detour consist of three main structures, the east tie in (ETI) to the bridge, the west tie in (WTI) to the island and the viaduct structure between the two tie ins.

The original contract was awarded as a performance based contract with the contractor responsible for the design of the structures based upon meeting specified design criteria. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently by the TBPOC. This memo recommended that the design of the ETI structure be assumed by the Department as opposed to the as-bid performance based contractor design.

The Department-based design of the ETI structure requires the roll out of an existing span of the SFOBB and the roll in of the new ETI span. This roll out / roll in will require a full 3 to 4 day closure of the SFOBB. The actual roll out / roll in and traffic switch to the TBS is scheduled to be performed during a full closure of the SFOBB over Labor Day Weekend 2009. The major work taking place that weekend will be the roll out of the existing steel truss span and the roll in of the new East Tie In Truss span. Each of these spans are double deck steel trusses approximately 90 meters long, 25 meters wide and weigh approximately 4,000 metric tons.

This change order provides compensation for (1) the installation of the expansion joints, bearings and barriers for the ETI truss (2) support costs associated with the roll out / roll in operations and (3) support costs associated with the actual Labor Day Weekend closure. The work of this change order will take place almost exclusively during the Labor Day Weekend closure.

It is anticipated that the work of this change will require over 50 trade workers per shift over the entire 4 ½ day closure window and over 100 separate pieces of equipment ranging from tall cranes, loaders, and excavators to pickup trucks and generators. Costs will also be incurred to support these laborers at the project site and to provide traffic and crowd control. The change order also provides for the use of traffic control officers in numerous cities affected by the bridge closure to help limit traffic congestion on a regional basis which is being implemented as part of the District's Traffic Management Plan for the weekend.

Compensation for the work of this change shall be paid as extra work at force account at an estimated costs $3,500,000.00 which shall be financed from the contract's contingency funds. A cost analysis is on file.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, Lina Ellis - Maintenance, and Patrick Treacy - HQ Asst. Construction Coordinator. TBPOC Approval pending.

CONCURRED BY:		
Construction Engineer:	Bill Casey, Resident Engineer	Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$3,500,000.00	$3,500,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$3,500,000.00	$3,500,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 75	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Provide for the following changes to Bents W7L and W7R of the Yerba Buena Island Transition Structure (Br. No. 34-0006L/R) as shown on Sheets No. 3 through 9 of this contract change order:

1) Eliminate the placement of polyurethane material for the corrugated steel pipe isolation sleeves.

2) Eliminate the placement of cement modified structural backfill and imported topsoil and provide for the placement of the reinforced backfill of the footings employing geogrid reinforcement.

Extra Work at Lump Sum:

Compensate the Contractor for all costs associated with the backfill of the Bent W7L and W7R footings, including furnishing and installing all geogrid reinforcement and furnishing and installing all reinforced backfill drainage, as shown under this change order.

For this work, the Contractor shall be compensated a lump sum of (NOT TO EXCEED) $1,100,000.00. This sum constitutes full and final compensation, including all markups, for all costs associated with this work.

Total Cost of Extra Work at Lump Sum $1,100,000.00

No adjustment of compensation shall be made for the elimination of the placement of polyurethane material for the corrugated steel pipe isolation sleeves or for the elimination of the placement of imported topsoil as compensation for these costs were deferred under the original Contract Change Order No. 75.

Consideration of a time adjustment will be deferred until completion of the work specified herein. Determination of a commensurate time extension will be made in accordance with Section 8-1.07, "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 75	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

Estimated Cost: Increase ☑ Decrease ☐ $1,100,000.00

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **75** SUPPLEMENT#: **1** Category Code: **BZZZ**	CONTINGENCY BALANCE (incl. this change) **$39,024,203.59**
COST: **$1,100,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Bent W7 Backfill & Deleted Polyurathane	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

modifications to the structural backfill and the elimination of the specified polyurethane fill material for the corrugated steel pipe isolation sleeves for Bents W7L and W7R of the Yerba Buena Island Transition Structure (Br. No. 34-0006L/R).

This project, the Temporary Bypass Structure (TBS), provides for the construction of a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In (ETI) to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island, and the Viaduct structure between the two tie ins.

The Department issued a December 25, 2006 strategy memo which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently by the TBPOC that called for the advance construction of foundation work for the Yerba Buena Island Transition Structure (YBITS) under this contract.

The original Change Order No. 75 provided for the advance construction of Bent W7L and Bent W7R of the Yerba Buena Island Transition Structure (YBITS). Under that change order, compensation for the specified placement of polyurethane fill material for the corrugated steel pipe isolation sleeves and the specified placement of cement modified structure backfill and topsoil were deferred pending a clear understanding of the scope of this work.

Toll Bridge Design has now issued revised plan sheets that eliminate the placement of the polyurethane fill material and changes the cement modified structural backfill to a reinforced backfill employing geogrid reinforcement. This change order provides for these revisions to the plan sheets and provides compensation for the placement of the reinforced backfill and geogrid reinforcement.

The backfill work encompassed under this change includes the placement of approximately 6,500 cubic meters of soil and 50 layers of geogrid reinforcement.

Compensation for the placement of the reinforced backfill shall be paid as extra work at an agreed lump sum price of (NOT TO EXCEED) $1,100,000.00 which shall be financed from the contract's contingency funds. A cost analysis is on file.

No adjustment of compensation shall be made for the elimination of the placement of polyurethane material for the corrugated steel pipe isolation sleeves or for the elimination of the placement of imported topsoil as these costs were deferred under the original Contract Change Order No. 75.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, Lina Ellis - Maintenance, and Patrick Treacy - HQ Asst. Construction Coordinator. TBPOC Approval pending.

CONCURRED BY:		
Construction Engineer:	Bill Casey, Resident Engineer	Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$1,100,000.00	$14,225,000.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$1,100,000.00	$14,225,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 91	Suppl. No. 2	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

A determination of the delay in completion of the contract due to all outstanding Department caused delays incurred to the contract has been made in accordance with Section 10-1.19,"Progress Schedule (Critical Path Method)," of the Special Provisions and Section 8-1.07,"Liquidated Damages," of the Standard Specifications.

The Contractor shall be granted a 465 working day time extension for these delays.

This contract time extension is based on all work contemplated within the Contractor's May 2009 monthly update schedule.

This contract time extension is based on the both the upper and lower decks of the Temporary Bypass Structure being open to traffic by September 8, 2009. In the event this traffic opening is delayed beyond September 8, 2009, a commensurate time extension shall be granted in addition to the time extension granted under this change order.

This contract time extension, along with the temporary suspensions of work recognized under Change Order No. 14 and Change Order No. 24 and the contract time extensions granted under Change Order No. 24, Supplement No. 2, Change Order No. 91 and Change Order No. 91, Supplement No. 1 acts to extend the contract date of completion to December 10, 2009.

The Contractor shall pay to the Department liquidated damages of $16,000.00 per day for each calendar day's delay in finishing the work after the expiration of the contract working days.

As agreed under this change order, the Contractor shall complete all Contract work within the area defined as Area PRA, as shown on Page No. 3 of this change order, and vacate this area by July 16, 2010. The Contractor shall pay to the Department liquidated damages of $16,000.00 per day for each calendar day's delay in vacating Area PRA after this date.

Of the 465 workings days of time extension granted under this change order, 435 of these working days shall be considered compensable. The remaining 30 working days of time extension granted under this change order shall be granted as a non-compensable time extension.

Adjustment of Compensation at Unit Price:

In accordance with Section 10-1.20 "Time-Related Overhead" of the contract Special Provisions, the lump sum price for Contract Bid Item No. 8, "Time-Related Overhead" shall be adjusted by $12,631.58 per working day for each of the 435 compensable working days that are provided under this change order.

435 working days @ $12,631.58 per working day = $5,494,737.30

This lump sum shall be adjusted for time-related overhead payments in excess of 149 percent of the Contractor's lump sum price bid for Contract Bid Item No. 8 "Time Related Overhead". This adjustment shall be performed in accordance with Section 10-1.20 "Time-Related Overhead" of the contract Special Provisions.

Total Cost of Adjustment of Compensation at Agreed Unit Price $5,494,737.30

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 91	Suppl. No. 2	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

This change order does not address any outstanding costs, other than time related overhead, incurred as a result of the Department delays and suspension to the work and this change order doesn't preclude the Contractor from pursuing these costs.

The Contractor shall not be entitled to compensation for any costs incurred due to the 30 working days of non-compensable time extension granted under this change order.

This change order acts to resolve all deferred time issued on all change orders approved prior to the Contractor's acceptance of this change order and no additional time extensions shall be granted.

Liquidated damages specified under this change order shall conform to Section 8-1.07 "Liquidated Damages" of the Standard Specifications.

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$5,494,737.30**

By reason of this order the time of completion will be adjusted as follows: 465 days

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: **E.A.** 04 - 0120R4
FROM: BILL CASEY	**CO-RTE-PM** SF-80-12.6/13.2
	FED. NO. ACBRIM-080-1(097)N
CCO#: **91** SUPPLEMENT#: **2** Category Code: **CHXX**	CONTINGENCY BALANCE (incl. this change) **$40,124,203.59**
COST: **$5,494,737.30** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Contract Days Extension / TRO Comp	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**465** Day(s)	**1195** Day(s)	**349** %	**68**

THIS CHANGE ORDER PROVIDES FOR:

a 465 working day time extension to the contract completion.

This contract calls for the construction of a temporary detour for both eastbound and westbound I-80 traffic that allows for the tie in of the east span of the new San Francisco Oakland Bay Bridge (SFOBB) to Yerba Buena Island. The detour consist of three main structures, the east tie in (ETI) to the bridge, the west tie in (WTI) to the island and the viaduct (VIA) structure between the two tie ins. The contract was awarded as a performance based project, with the contractor responsible for meeting the design criteria specified in the contract

A December 14, 2006 Department Strategy Memo, approved by Richard Land and Tony Anziano, called for the Department to assume responsibility for the design of the ETI and WTI structures and to order design enhancements to the steel viaduct. A subsequent Department Strategy Memo dated December 25, 2006 provided for the advance construction of the foundations for the Yerba Buena Island Transition Structure (YBITS) that consist of the permanent structures that tie the new east span of the SFOBB to Yerba Buena Island. These strategy memos recognized that these actions would likely extend the contract completion into 2010.

Contract Change Orders (CCO) No. 91 and No. 91 - Supplement No. 1 provided a 144 and 670 day time extension that extended the contract completion to September 1, 2009 to allow for the payment of time related overhead through this period. These change orders provided only a partial time extension in order to allow for time related overhead payments to be made in a timely manner. At the time these change orders were issued, the full extent of the Department ordered changes to the controlling operations were not known. As the scope of these changes has now been clearly defined, this change order acts to provide the appropriate time extension.

The project's controlling operation flows from the completion of the ETI structure to the demolition of the existing structure and the subsequent construction of the Bent W5 foundation and column. The Department impacts to these items of work are described below:

East Tie-In Design Change:

The Contractor's as-bid design called for the ETI structure to incorporate the existing steel truss with the new ETI steel structure. The revised Department issued design provides for a roll-out / roll-in concept with a new double deck steel truss span being erected adjacent to the existing span and then rolled into place after the existing span is rolled out. These changes have been implemented by issuing over 50 change orders concerning the construction of the concrete foundations, columns, bent caps and deck, the fabrication and installation of isolation bearings and expansion joints, the retrofit of the existing structure to allow for the roll out of the existing truss and procuring materials, fabricating and erecting the steel truss, and the skid bent system to be employed in the roll out and roll in of the structures.

Removal of Existing Structure:

The contract calls for the removal of the existing structure after traffic has been placed on the new detour structure. This work includes the removal of 3 double deck steel truss spans each approximately 90 meters long, 20 meters wide and 50 meters above the ground along with the removal of a double deck concrete structure approximately 70 meters long and 20 meters wide. This bridge removal work shall be impacted by the presence of 13 foundations and columns constructed as part of the

advance work for the YBITS contract that was added under CCOs No. 64, No. 70, No. 73, No. 75, and No. 77. Many of these columns are located directly under or adjacent to the existing structure being removed.

Construction of Bent W5:

CCO No. 73 provided for the construction of 9 footings and columns as part of the advance work for the YBITS contract. Two of these footings and columns pertaining to Bent W5 will be constructed after a portion of the existing structure is removed. This work will be the last work completed on the contract.

Based on a time impact analysis, these Department changes to the contract result in a contract completion date of December 10, 2010. This date translates to an additional 465 working day time extension. Of these 465 working days, the Contractor has agreed to accept 30 of these days as non-compensable time. These 30 days of non-compensable time will allow for demobilization from the jobsite which shall be considered more extensive due to the increased scope of work.

This CCO also calls for the Contractor to vacate a specified area of the project site by July 16, 2009. This area will be turned over to the Yerba Buena Island Transition Structure project that follows this contract.

Compensation for time related overhead costs shall be paid as an adjustment of compensation at an agreed lump sum of $5,494,737.30. This sum is based upon a rate of $12,631.58 per working day as calculated from Contract Bid Item No. 8 "Time-Related Overhead" in accordance with Section 10-1.20 "Time-Related Overhead" of the contract Special Provisions. The change order shall be financed from the contract's contingency funds.

This change order also requires the adjustment of time related overhead payments in excess of 149 percent of the Contractor's lump sum price bid for Contract Bid Item No. 8. This adjustment shall be performed through a supplemental change order based upon documented costs incurred in accordance with Section 10-1.20 of the contract Special Provisions.

This change order does not address any outstanding costs, other than time related overhead, incurred as a result of the Department delays and suspension to the work and this change order does not preclude the Contractor from pursuing these costs.

This change order acts to resolve all deferred time issued on all change orders approved prior to the Contractor's acceptance of this change order and no additional time extensions shall be granted.

This change was concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, and Patrick Treacy - HQ Asst. Construction Coordinator. TBPOC Approval pending.

Maintenance concurrence is not required as this is an administrative change.

CONCURRED BY:		
Construction Engineer:	Bill Casey, Resident Engineer	Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$5,494,737.30	$15,776,843.42
TOTAL	$5,494,737.30	$15,776,843.42

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

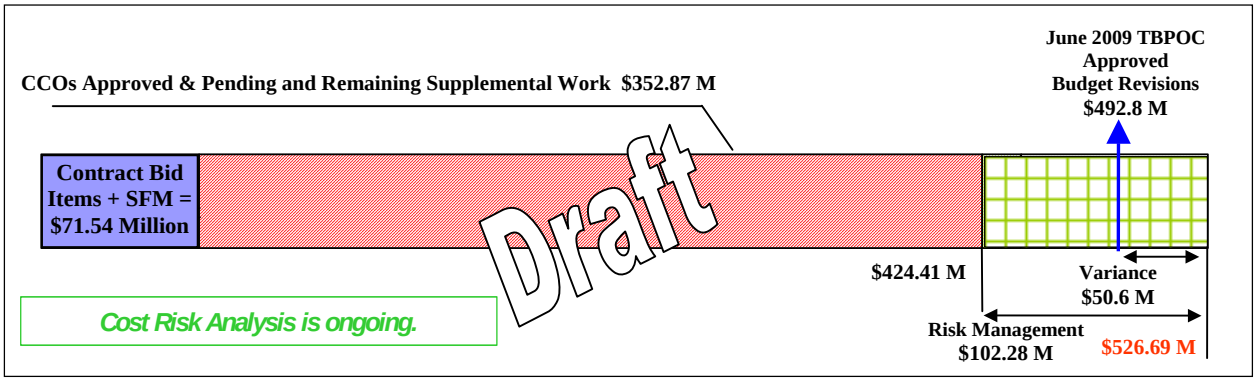
FEDERAL FUNDING SOURCE	PERCENT

Yerba Buena Island Detour (Contract 04-0120R4)			
Contract Award:	**March 10th, 2004**	Suspension Days:	**302 Working Days**
Original Working Days:	**475 Working Days**	Contract Extensions:	**1660 Working Days**
Original Contract Completion:	**July 27th, 2005**	Projected Contract Completion:	**December 10, 2010**

Introduction

Two memos were developed to outline a strategy for a revised YBID project that enhanced YBID viaduct design, developed tie-in design (east and west) in-house, improved the retrofit of the YBI viaduct (replacing the top deck of the viaduct rather than retrofitting in place) and advanced and incorporated select YBITS foundation work. The two memos are "San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion" issued December 14, 2006, and "Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order" issued on December 25, 2006. This strategy will result in substantial increases in the cost of the YBID project.

As approved at the June 2009 TBPOC meeting the revised budget for the YBID project is 492.8M. This figure was established in May 2009 using all available information to date. This figure is within the projects approved budget balance beam, as shown below:



Scope of Work for YBID

The revisions to the original scope of work currently associated with the Yerba Buena Island Detour Project have been assigned into the following categories with their associated estimated cost:

Category	Scope of Work	Current Budget (June 2009)	In Progress Status Update from June 09 Approved Budget	
			Current	Delta
(0)	Original Bid Items, Baseline CCOs (1 through 48), and State Furnished Materials	$83.7	$83.7	$0
(1)	YBID New Viaduct	$40.1	$40.1	$0.0
(2a)	West Tie-In Existing Viaduct Phase 1	$40.1	$40.1	$0.0
(2b)	West Tie-In Phase 2	$21.8	$21.8	$0.0
(3)	East Tie-In	$140.0	$141.1	$1.1
(4)	YBI Transition Structures Advance Foundations	$104.3	$103.4	($0.9)
(5)	Administrative Issues and General CCOs	$37.8	$37.8	$0.0
Subtotal		**$467.8**	**$468.0**	**$0.18**
Contingency		**$25.0**	**$24.8**	
Approved Budget		**$492.8**		

Contract payments as of June 15, 2009: $354.2M

As shown, the current status of CCOs required to modify the original scope of the YBID work as defined in Categories 1 through 5 is $384.3M. The status of each category of work is discussed in the succeeding pages of this report.

Bid Items, Baseline CCOs, & State Furnished Material (0)

The break down of Category (0) is as follows:

Original Contract Amount	$ 71.2 million
Baseline CCOs (1 through 48)	$ 12.1 million
State Furnished Materials	$ 0.4 million
Total	$ 83.7 million

Baseline Contract Change Orders (1 through 48)

CCO #	Description	Executed Date	Cost
1	Flagging and Traffic Control	5/13/2004	$100,000.00
1S1	Additional Funds for Flagging and Traffic Control	2/9/2007	$200,000.00
2	Bidder Compensation	5/8/2004	$1,575,000.00
3	Partnering	9/7/2004	$25,000.00
4	DRB	9/7/2004	$100,000.00
5	Federal Trainee Program	11/12/2004	$20,000.00
5S1	Non-Journey Person Training	3/10/2005	$50,000.00
6	Removal of DBE/SBE Monitoring	2/10/2005	$0.00
7	Sampling and Analysis Work	8/30/2004	$30,000.00
8	SWPPP Maintenance Sharing	8/30/2004	$75,000.00
9	Additional Photo Survey/Public Relations	9/14/2004	$50,000.00
10	Temporary Shuttle Van Service	7/16/2004	$650,000.00
10S1	Additional Funds for Temporary Shuttle Van Service	6/23/2005	$100,000.00
10S2	Additional Funds for Temporary Shuttle Van Service	1/12/2007	$500,000.00
11	Utility Potholing	9/14/2004	$100,000.00
12	Just-In-Time Training (RSC Pavement)	2/10/2005	$5,000.00
13	PMIV Document Management System	11/3/2004	$486,743.50
14	Temporary Suspension	5/19/2004	$0.00
15	Archaeology Investigation	7/19/2004	$30,000.00
15S1	Additional Funds for Archaeology Investigation	4/22/2005	$15,000.00
16	Roadway Profile at WTI	Voided	N/A
17	Modify Drainage at G4 Entry Vault	10/24/2006	$108,217.45
18	Access Control Measures	9/8/2004	$50,000.00
19	EDR1 Alignment Modification	5/12/2005	$0.00
20	A490 Bolts	10/23/2006	$0.00
21	Removal /Disposal of Stairway	4/13/2005	$14,060.00
22	Clean Stairs and Walkways	5/24/2005	$35,000.00
22S1	Additional Funds for Cleaning Stairs and Walkways	11/24/08	$25,000.00
23	Shared Field Data System (ShareArchive)	Voided	N/A
24	East and West Tie-In Temporary Suspension	2/1/2005	$2,181,467.40
24S1	Read Inclinometer/Adjust Equipment Costs	10/18/2005	$29,782.99
24S2	Temporary Suspension Partially Extended	5/2/2006	$4,812,631.58
24S3	Contract Days Extension/TRO Compensation	Voided	N/A
25	Bent 48, 49R, 52R Outside Boundary	3/24/2005	($19,000.00)
26	Bent 48 Articulation	4/22/2005	$0.00
27	Bent 52L Footing Conflict	1/19/2006	$94,386.51
28	Hydroseed Around W2 Columns	3/24/2005	$20,000.00
29	Replacement of Surveillance Camera	3/24/2005	$3,542.00
30	Additional Elastic Response Analysis	5/31/2005	$10,700.00
31	Soil Analysis Outside Plan Limits	6/27/2005	$20,000.00
32	SFPUC Permit Specification Change	5/17/2005	$0.00
33	Design Enhancements	Voided	N/A
34	Pole Structure Welding Specification Revision	9/30/2005	$0.00
35	Revision of East Tie-In Design Criteria	Voided	N/A
36*	Extend Limits of Viaduct Demolition	Voided	N/A
37	4 Hr Emergency Travel Way	Voided	N/A
37S1	Emergency Travel Way Falsework	Voided	N/A
38	Revision of West Tie-In Design Criteria	8/4/2005	$0.00
39	Provide Shuttle Service to USCG	6/27/2005	$10,000.00
40	Sewer Pipe Material Change	9/26/2005	$1,561.95
41	Bent 49L Utility Relocation	Voided	N/A
42	Bent 48R Pile Load Test	9/12/2005	$20,000.00
42S1	Bent 52R Pile Load Test	12/15/2005	$5,000.00
43	Material On Hand Specification Change	9/16/2005	$75,953.88
43S1	Addition of YBITS Advance to Material On Hand	Voided	N/A
44	Electrical Call Box Relocation		$47,480
45	Additional SWPPP	2/21/2006	$250,000.00
46	Southgate Road Reopening	3/8/2006	$50,000.00
47	Hazardous/Non-Hazardous Soil Removal	12/15/2005	$100,000.00
48	Buried Man-Made Objects	12/15/2005	$50,000.00
Total for Baseline Contract Change Orders			**$12,107,527**

- The scope of work for CCO No. 36 was completed and compensated for under the larger scope of CCO No. 76.

SSD New Viaduct (1)

Progress of Work

Construction of foundations, columns, and bent caps is complete. Fabrication of the structural steel truss, performed by Dongkuk S&C in South Korea, is complete with all steel having arrived in the U.S. All Viaduct steel has been erected into place. All decks are complete. Barrier rail construction is in progress.

Status of Contract Change Orders: YBID New Viaduct:

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
49	LS	Stringer and Floor Beam Design Study	N/A	N/A	Executed 5/2/2006	$109,183	
49S1	FA	Truss Design Modifications (Changes to Stringer and Floor Beam Connections)	I&A 12/08/06	N/A	Executed 8/17/2006	$150,000	
49S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	
Subtotal (CCO #49 and Supplements)						$359,182	
50	FA	Stand Alone Viaduct Design	N/A	N/A	Executed 5/8/2006	$325,000	
50S1	FA		I&A 9/21/06	N/A	Executed 10/16/2006	$300,000	
50S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	
50S3	FA		I&A 2/09/07	N/A	Executed 2/13/07	$175,000	
Subtotal (CCO #50 and Supplements)						$900,000	
54	LS	Deck Drainage	N/A	N/A	Executed 5/2/07	$8,000	
55	LS	Viaduct Fabricator Change (SGT Closeout)	I&A 7/08/07	Approved 6/27/07	Executed 8/7/07	$5,665,330	
55S1	LS	SGT Fabrication Closeout - Dongkuk Materials	I&A 1/24/08	Approved 3/5/08	Executed 3/17/08	$980,600	
59	LS	Water Blast Rebar Cages	N/A	N/A	Executed 2/22/07	$5,000	
59S1	LS	Additional funds, Water Blast Rebar Cages	N/A	N/A	Executed 11/24/08	$5,000	
60	LS	Construction of Bent Caps	I&A 6/13/07	Approved 6/27/07	Executed 6/18/07	$7,435,950	
67	FA	Viaduct/ETI Interface Modifications (Design Cost)	I&A 5/14/07	N/A	Executed 9/27/07	$800,000	
79	LS	Fabrication Cost for Viaduct Design Changes July '05 - October '06	I&A 7/19/07	N/A	Executed 8/7/07	$803,400	
79S1	LS	Fabrication Cost for Viaduct Design Changes - July 05-Oct 06	I&A 6/13/08	N/A	Executed 8/4/08	$75,860	
80	LS	Erection Costs for Viaduct Design Changes through October 2006	N/A	Approved 1/31/08	Executed 2/20/08	$6,912,200	
82	**FA**	**OGAC Paving, Barrier Changes for Deck Drainage (Scuppers), and Expansion Dams**		**N/A**	**In progress**	**$634,394**	
85	LS	Design of 300mm Waterline Relocation	N/A	N/A	Executed 3/17/08	$12,480	
87	LS	Viaduct Shipping Escalation Costs	I&A 7/24/07	N/A	Executed 10/2/07	$534,570	
87S1	LS	Viaduct Shipping Escalation Costs	I&A 1/14/08	N/A	Executed 1/30/08	$200,000	
88	LS	Viaduct Fabrication Delays	I&A 7/19/07	N/A	Executed 8/7/07	$954,460	
88S1	LS	Viaduct Fabrication Delays	I&A 8/22/07	N/A	Executed 9/27/07	$776,630	
98	FA/LS	Viaduct Steel Storage and Handling Cost	I&A 5/30/08	N/A	Executed 6/18/08	$845,370	

99	LS	Viaduct Erection Costs (Post Oct. 2006)	I&A 4/17/08	N/A	Executed 5/22/08	$862,614	
99S1	**LS**	**Additional Viaduct Erection Costs**		**N/A**	**In progress**	**$125,000**	
100	FA	Viaduct Fabrication Costs (Post Oct. 2006)	I&A 1/22/08	N/A	Executed 1/28/08	$650,000	
105	FA/LS	Dongkuk Fabrication and Temp Bracing Fabrication Costs (July 2007 Plans)	I&A 4/2/08	Approved 4/3/08	Executed 4/17/08	$2,140,640	
106		CCO Voided…previous scope of work was incorporated into CCO 105				-	-
107	LS	Furnish and Drive Erection Tower Falsework Piles	I&A 8/07/08	N/A	Executed 10/02/08	$855,190	
111	FA/LS	USCG Parking Replacement and Protection	N/A	N/A	Executed 3/17/08	$163,223	
111S1	LS	Additional costs USCG Parking Lot	N/A	N/A	Executed 6/30/08	$8,940	
115	FA	Third VIA Shipping for CCO #67 July 07 plans	I&A 5/06/08	N/A	Executed 5/22/08	$850,000	
128		**60% of Waterline Relocation and Viaduct Connection Modifications**		**N/A**	**In progress**	**$863,590**	
133	-	Lightweight Conc. Mix Design Spec Change	N/A	N/A	Executed 9/12/08	$0	
134	**LS**	**60% of Project Wide Electrical Changes**		**TBD**	**In Progress**	**$1,380,554**	
196		**Revised Electrical Lighting**		**TBD**	**In Progress**	**$210,000**	
135	LS	Rebar Deck Escalation Costs	I&A 11/09/08	N/A	Executed 1/28/09	$995,100	
136	FA/LS	Provide additional alternate entrance access to USCG Base	N/A	N/A	Executed 9/23/08	$74,540	
138	LS	Waterline Relocation for Fire Hydrant (Conflicts with Span 49 Falsework)	N/A	N/A	Executed 9/23/08	$278,200	
148	FA	USCG Road Canopy below Viaduct	I&A 8/27/08	N/A	Executed 9/23/08	$500,000	
152	LS	Relocate USCG Road for steel erection FW Towers at Span 51	I&A 1/06/09	N/A	Executed 2/4/09	$336,420	
156	LS	Span 49 F/W Conflict w/ USCG Utilities	N/A	N/A	Executed 9/23/08	$180,820	
163	LS	Viaduct Grade Conflict	N/A	N/A	Executed 6/12/09	$83,202	($16,798)
173		**Deck Casting and Expansion Joint Escalation**		**TBD**	**In Progress**	**$1,000,000**	
178		**Type 7 Fence at Barrier**		**N/A**	**In Progress**	**$83,180**	
198		**Job Wide Stripping Plan (Viaduct Portion)**		**TBD**	**In Progress**	**$90,000**	
199		**Install Overhead Sign**		**TBD**	**In Progress**	**$100,000**	
201		**Viaduct Steel Erection USCG Protective Netting**		**N/A**	**In Progress**	**$230,000**	
205		**Viaduct Span 51 Steel Erection USCG Disruptions**		**N/A**	**In Progress**	**$140,000**	
Current Forecast for YBID New Viaduct						**$40,109,640**	**($16,798)**

Budget Status

The Viaduct portion of the YBID was bid at $26.74M. The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $9M. The June 2009 revised additional cost estimate is $40.1M with a current projection of $40.1M. CCOs executed to date are $35.3M.

West Tie-In Phase 1 (2a)

Progress of Work

Phase 1 work was substantially complete with the move in of the Structure on September 03, 2007. Miscellaneous electrical and drainage work remain. WB On-ramp was reopened on August 8, 2008.

Status of Contract Change Orders: West Tie-In Existing Viaduct (Phase 1)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
58	FA	Bridge Removal Plan	N/A	N/A	Executed 11/21/06	$60,000	
58 S1	FA	Bridge Removal Plan	N/A	N/A	Executed 7/05/07	$40,000	
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	I&A 1/09/07	N/A	Executed 2/27/07	$400,000	
61S1	LS/FA	Construction of Stage 1 Area and Substructure	I&A 5/16/07	Approved 6/27/07	Executed 5/18/07	$9,995,644	
66	FA	TMP - Video Equipment (WTI Phase 1)	N/A	N/A	Executed 7/20/07	$175,000	
68	FA	Temporary Electrical Work	N/A	N/A	Executed 7/20/07	$140,000	
68S1	FA	Temporary Electrical Work Stage 2, 3 &4	I&A 12/02/07	N/A	Executed 10/31/07	$510,000	
72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$11,096,900	
76	LS	Labor Day Bridge Demolition and Move-In	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$2,240,300	
76S1	LS	Labor Day Bridge Move-In (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, City Traffic Officers)	I&A 8/28/07	Approved 8/24/07	Executed 9/27/07	$10,144,140	
84	LS	Skid Track Foundations and Temporary Columns	I&A 7/27/07	Approved 7/27/07	Executed 7/31/07	$3,980,000	
101	LS	Reconstruct Slab, West Bound On-ramp	I&A 4/02/08	N/A	Executed 4/17/08	$846,140	
101S1	LS	WB Onramp Supplemental Work	I&A 1/06/09	N/A	Executed 2/4/09	$149,560	
102	FA	North side Drainage Work	N/A	N/A	Executed 4/4/08	$60,000	
102S1	**LS**	**Northside Drainage Work**	**N/A**	**N/A**	**In Progress**	**$52,240**	
103	LS	Labor Day Weekend Closure Misc. Costs	N/A	N/A	Executed 2/20/08	$173,140	
urrent Status for West Tie-In (Phase 1)						**$40,063,064**	**$0**

Budget Status

The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $40M. The June 2009 revised additional cost estimate is $40.1M with a current projection of $40.1M. CCOs executed to date are $40.1M.

West Tie-In Phase 2 (2b)

Progress of Work

Construction/Design coordination meetings with the Contractor are ongoing as needed. Foundation work and columns are complete. Superstructure for Frames 1 and 2 have been cast. Load transfer at Frame 1 is complete with monitoring in progress. Frame 3 superstructure is in progress.

Status of Contract Change Orders: West Tie-In (Phase 2)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
62	LS	Construction of Phase 2 Foundations and Credits for Elimination of Bid Items 12 and 90	I&A 2/29/08	Approved 4/4/08	Executed 4/7/08	($4,649,850)	
200		**Shoring at Abutment 47A**		**TBD**	**In Progress**	**$300,000**	
71	LS	WTI Phase 2 Pile at Bent 46L/Slab Bridge Removal	I&A 7/24/07	N/A	Executed 7/20/07	$384,130	
108	LS	Substructure	I&A 6/20/08	Approved 6/18/08	Executed 6/25/08	$5,378,800	
117	FA	Surface Drainage (Southside)	N/A	N/A	Executed 1/6/09	$150,000	
128		**20% of Waterline Relocation and Stringer Stiffeners**		**N/A**	**In progress**	**$154,530**	
134	**LS**	**20% of Project Wide Electrical Changes**		**TBD**	**In Progress**	**$460,185**	
196		**Revised Electrical Lighting**		**TBD**	**In Progress**	**$70,000**	
141	LS/FA	Superstructure Construction	I&A 11/13/08	Approved 11/18/08	Executed 11/25/08	$13,200,000	
141S1	ACUP	Superstructure Construction Completion Incentive (Release of Frame 1 Bent Cap FW)		Approved 5/15/09	Executed 5/15/09	$1,500,000	
143		**Civil Work (EB Onramp and Mainline)**		**TBD**	**In Progress**	**$3,837,250**	
161	LS	T7-Line Detour	I&A 11/10/08	N/A	Executed 11/25/08	$403,965	
168		**Superstructure Design Modifications**		**TBD**	**In Progress**	**$500,000**	
198		**Job Wide Stripping Plan (WTI Phase 2 Portion)**		**TBD**	**In Progress**	**$70,105**	
Current Status for West Tie-In (Phase 2)						**$21,759,115**	**$0**

Budget Status

The Contractor's bid price for the West Tie-In was $9.0M. Based on the Department's December 14, 2006 Strategy Memorandum, the costs associated with the Phase 2 West Tie-In work were estimated to be an additional $13.0M. The June 2009 revised additional cost estimate is $21.8M, with a current projection of $21.8M. CCOs executed to date are $16.4M.

East Tie-In

3

Progress of Work

Bent 52A and skid bent foundation design packages were delivered October 2007. ETI design plans for the skid bents and skid beams were delivered March 15, 2008 and truss plans were delivered April 7, 2008. Construction/Design Coordination meetings with the Contractor are ongoing.

Fabrication of the skid bent and skid beams took place at Thompson Metal Fab, Inc. in Vancouver, WA and the fabrication of the truss took place at Stinger Welding Inc. in Coolidge, AZ. All steel has arrived at the job site.

The existing SFPUC sanitary sewer pump station has been relocated with the new pump station up and running. Construction of the skid bent foundations is complete. Erection of the Skid Bent towers and beams are ongoing. Erection of the truss is complete, with the deck in progress.

Status of Contract Change Orders: East Tie-In

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
63	FA	Advance Engineering (Work Plans and Submittals)	I&A 8/22/07	N/A	Executed 9/27/07	$800,000	
69	LS	Procurement of Pump/Control Panel for Pump Station Relocation	N/A	N/A	Executed 10/10/07	$111,280	
69S1	LS	Construction for Pump and Control Panel for Relocated Pump Station	I&A 12/19/07	N/A	Executed 3/17/08	$499,996	
69S2	LS	Sewer Pump Electrical Changes	I&A 2/25/09	N/A	Executed 4/08/09	$8,953	

92	FA	ETI AT&T Fiber Optic Relocation	N/A	N/A	Executed 12/17/07	$175,000	
93	LS/FA	Lead Paint Mitigation Existing Truss (Span YB-4)	I&A 2/13/08	N/A	Executed 2/20/08	$563,725	($3)
93S1	LS	Additional Lead Abatement at Span YB-4	I&A 6/8/09	N/A	Executed 6/17/09	$347,417	
104	LS	Pier E-1 Access Towers	N/A	N/A	Executed 1/30/08	$150,000	
113	LS	Relocate Waterline in Conflict with Northern Skid Bent Footings	N/A	N/A	Executed 3/17/08	$167,990	
128		**20% of Waterline Relocation and ETI Exterior Stringer Stiffeners**		**TBD**	**In progress**	**$354,530**	
137	LS	Pump station Water Tank Demo	N/A	N/A	Executed 6/26/08	$114,490	
90	LS	Bent 52A and Skid Bent Footings and Credits for Eliminated Bid Items 10 and 42	I&A 3/26/08	Approved 4/4/08	Executed 4/14/08	$11,308,380	
97	FA	Bent 52A and Skid Bent Footing's Material Procurement	I&A 11/06/07	N/A	Executed 11/19/07	$850,000	
121	LS	Construct Stage 1 Soil Nail Wall, Upper East Tie-In area	N/A	N/A	Executed 3/17/08	$142,670	
121S1	LS	Construct Stage 2 Soil Nail Wall, Upper East Tie-In area	N/A	N/A	Executed 3/18/09	$518,130	
162	LS	Bent A3 Shoring	I&A 3/30/09	N/A	Executed 4/01/09	$268,235	
180	LS	Skid Bent Footing Backfill at A4-A6 and B4-B6	I&A 5/20/09	N/A	Executed 6/12/09	$237,000	
		Backfill at Stage 1 and 2 Wall Upper ETI Area		**TBD**	**In Progress**	**$1,751,404**	
127	FA	RTU - 8 Service Platform	N/A	N/A	Executed 9/03/08	$75,000	
134	**LS**	**20% of Project Wide Electrical Changes**		**N/A**	**In Progress**	**$460,185**	
196		**Revised Electrical Lighting**		**TBD**	**In Progress**	**$70,000**	
129	LS	Skid Bent and Truss Steel Erection	I&A 11/05/08	Approved 11/10/08	Executed 11/25/08	$14,712,500	
129S1	LS	Skid Bent and Truss Steel Erection Acceleration	I&A 3/09/09	Approved 3/5/09	Executed 4/01/09	$535,000	
129S2	LS	Skid Bent and Truss Steel Erection Incentive	I&A 6/9/09	Approved 6/4/09	Executed 6/17/09	$1,177,000	
179	LS	ETI Truss Steel Erection Falsework Foundations	I&A 4/20/09	N/A	Executed 4/08/09	$312,000	
181		**Skid Bent/Beam and Truss Erection Support**		**N/A**	**In Progress**	**$500,000**	
112	FA	Material Procure Skidbent (1532 Tower Legs)	I&A 1/10/08	Approved 2/4/08	Executed 2/19/08	$2,000,000	1,800,000
112S1	FA	Material Procure ETI Superstructure	I&A 3/03/08	Approved 3/5/08	Executed 3/17/08	$8,500,000	
112S2	FA	Material Procure ETI Temporary Bypass Structure	I&A 6/04/08	Approved 6/16/08	Executed 6/25/08	$3,500,000	
112S3	FA	Material Procure - Additional Funds	I&A 10/31/08	Approved 11/13/08	Executed 11/25/08	$3,000,000	
112S4	**FA**	**Material Procure - Additional Funds**		**7/2/09**	**In Progress**	**$1,500,000**	
116	FA/LS	Fabricate Superstructure & Skidbent	I&A 6/04/08	Approved 6/16/08	Executed 8/8/08	$14,166,180	
116S1	FA/LS	Skidbeam Design Modifications and Shipping Costs	I&A 12/19/08	Approved 12/23/08	Executed 2/3/09	$1,896,750	
116S2	**FA/LS**	**Skidbeam Design Modifications and Shipping Costs**		**7/2/09**	**In Progress**	**$300,000**	
140	LS	Truss Steel Fabrication	I&A 9/04/08	Approved 9/04/08	Executed 9/23/08	$10,920,525	
140S1	**ACUP**	**Truss Fabrication Incentive**		Approved 9/04/08	**In Progress**	**$300,000**	
166	LS	Skid Bent & Beam Fabrication Acceleration	I&A 12/22/08	Verbal Approval 11/06/08 Approved 12/23/08	Executed 1/28/09	$2,028,950	
166S1	ACUP	Skid Bent & Beam Fabrication Incentive		Approved 12/23/08	Executed 5/15/09	$900,000	

167	LS	TMF - Shop Drawing Delay		N/A	Executed 5/6/09	$632,670	
184	LS	Truss Design Modifications and Acceleration Costs (Partial Payment)	I&A 5/20/09	Approved 6/4/09	Executed 6/12/09	$3,000,000	
184S1	**LS**	**Truss Design Modifications and Acceleration Costs (Partial Payment)**		**TBD**	**In Progress**	**$5,700,000**	
187		**Temporary Bracing for Truss Exterior Stringers**		**N/A**	**In Progress**	**$150,000**	
193		**Skid Beam Design Modifications**		**N/A**	**In Progress**	**$300,000**	
206		**DCCI Support Costs (Skid Bent Fabrication)**		**N/A**	**In Progress**	**$200,000**	
144	FA	Expansion Joint Mock-up	I&A 8/26/08	N/A	Executed 9/23/08	$850,000	
144S1	FA	Expansion Joint Fabrication	I&A 2/03/08	Approved 2/5/09	Executed 4/06/09	$2,900,000	
149	FA	Bearing Fabrication	I&A 11/03/08	Approved 11/10/08	Executed 11/25/08	$1,600,000	
153		**Concrete Deck and barrier starter steel**		**TBD**	**Future**	**$2,768,206**	
154	LS	East Pile Deduct at BW6, East Pile	N/A	N/A	Executed 9/04/08	($400)	
154S1	LS	Pile Anomaly Deduction at A6W & B52A	N/A	Approved 11/13/08	Executed 11/25/08	($2,183)	
160	FA	Existing Truss Retrofit Fabrication	I&A 4/20/09	N/A	Executed 4/08/09	$350,000	
170		**Existing Truss Strengthening Erection YB-4**		**N/A**	**In Progress**	**$750,000**	
175		**Existing Truss Strengthening Erection Stability Bracing at YB 1 and YB 3**		**N/A**	**In Progress**	**$800,000**	
164	LS	ETI Steel Erection Crane Runway Trestle	I&A 11/20/08	ATP 11/14/08 Approved 12/23/08	Executed 12/6/09	$2,700,000	
169	LS	Skid Beam Jobsite Handling and Local Transportation Costs	I&A 1/02/09	Approved 12/23/08	Executed 2/25/09	$1,095,020	
171	LS	Bridge Roll Out / Roll In	I&A 6/8/09	Approved 6/4/09	Executed 6/17/09	$10,147,370	($328,820)
172	LS	Lead Paint Abatement and Access at YB-3	I&A 12/18/08	N/A	Executed 2/4/09	$210,450	
174	FA	ETI Steel Barrier Rail Transition Fabrication	I&A 5/20/09	N/A	Executed 6/17/09	$350,000	
177		**Span YB-4 and Skid Bent Demolition**		**TBD**	**Future**	**$11,853,500**	
186		**TMP (Lane Closures and CMS)**		**Approved 6/4/09**	**In Progress**	**$2,635,910**	**($364,090)**
198		**Job Wide Stripping Plan (ETI Portion)**		**TBD**	**In Progress**	**$48,415**	
		ETI OGAC on Bridge Deck		**TBD**	**Future**	**$0**	
		District work - road signage, stage construction, SWPPP, Temp k-rail, etc		**TBD**	**Future**	**$268,125**	
204		**CCM's Labor Day Support Costs**		**7/2/09**	**In Progress**	**$3,500,000**	
		Expansion Joint Seal Installation (previously CCO 189)					
		ETI Steel Barrier Rail Transition Installation (previously CCO 190)					
		Bearing Installation (previously CCO 191)					
		Barrier Rail Installation (previously CCO 202)					
204S1		**Additional Funds (If needed)**		**TBD**	**Future**	**$1,100,000**	
207		**Field Design Modifications Truss – Fabrication and Erection**		**TBD**	**Future**	**$2,000,000**	
Current Status for East Tie-In						**$141,130,373**	**$1,107,087**

Budget Status

The Contractor's bid price to construct the Contractor's design for the East Tie-In was $6.0M with an additional $1.46M to demolish the remaining portion of the ETI YB-4 span. The Department's December 14, 2006 Strategy Memorandum estimated an additional cost of $34.0M to construct the Department's ETI roll out/roll in design concept. At the time, this estimate was based on minimal design information available. The June 2009 revised additional cost estimate is $140.0M, with the current projection at $141.1M. CCOs executed to date are $103.8M.

Major cost increases to date are attributed to an increase in steel weight from the 65% to 100% designed plans, along with a market fluctuation in steel price, as well as additional costs to expedite the ETI construction work.

Yerba Buena Island Transition Structures Advance Foundations

4

Progress of Work

The YBITS foundation and column locations being advanced are W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, W7 Ramp and the temporary E.B. onramp abutment.

W3 3L – substantially completed
3R – column (2nd lift of 2) in progress
W4 4L – substantially completed
4R – column (3rd lift of 3) in progress
W5 5L – 75 of 140 piles driven
5R – work not started
W6 6L – substantially completed
6R North – column (3rd lift of 3) in progress
6R South – column (3rd lift of 3) in progress
W7 construction of the temporary soil nail wall and soldier pile shoring complete
7L North – excavation complete
7L South – column (2nd lift of 3) in progress
7R – footing in progress
Ramp – column (3rd lift of 3) in progress
EB On-ramp abutment – temporary shoring piles and permanent CIDH piles have been installed

Status of Contract Change Orders: YBI Transition Structures Advance Foundations

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
64	FA	YBITS W3L Site Prep and Grading and Construct Access Road	N/A	N/A	Executed 1/8/07	$150,000	
64S1	LS/FA	YBITS W3L Foundation and Column to Splice Zone, Integrated Shop Drawings for W3L, Concrete Washouts, 50% of Flagging, and Traffic Controls	I&A 3/13/07	Approved 2/15/07	Executed 4/4/07	$5,835,000	
65	FA	Demo Exist Bridge Adv. Planning	N/A	Approved 4/14/08	Executed 4/18/08	$175,000	
65S1		**Demolish Exist Bridge (Bent 48 to YB-4)**		**TBD**	**In Progress**	**$9,227,660**	
192		**Cable Bracing requires for Demolition of Spans YB-1, YB-2, and YB-3**		**TBD**	**In Progress**	**$200,000**	
70	FA	Integrated Shop Drawings for Remaining YBITS Advance Locations (W3R, W4L/R, W5L/R, W6L/R, W7L/R, and W7 Ramp)	I&A 4/04/07	N/A	Executed 5/1/07	$500,000	
70S1	FA	YBITS Advance – ISD 3R, 4R/L, 5R/L, 6R/L, 7R/L & ramp	I&A 1/17/08	N/A	Executed 1/30/08	$450,000	
73	LS	YBITS W3R, W4R, W5R/L, W6R/L, and W7 Ramp Foundations and Columns	I&A 10/24/07	Approved 10/30/07	Executed 11/19/07	$62,958,990	
73S1		**Duct Bank Revisions**		**N/A**	**In Progress**	**$200,000**	
75	LS	YBITS W7R/L Foundations and Columns	I&A 4/2/08	Approved 4/3/08	Executed 4/14/08	$13,125,000	($650,000)
75S1		**Bent W7 Structure Backfill**		**7/2/09**	**In Progress**	**$1,100,000**	
77	LS	YBITS W4L Foundations and Columns	I&A 6/13/07	Approved 7/27/07	Executed 7/20/07	$7,125,000	
78	FA	Relocation of Sewer Force Main	N/A	N/A	Executed 7/17/07	$125,057	
94	LS	YBITS Temp. EB Onramp Abutment Piles and Shoring	I&A 5/18/09	N/A	Executed 5/21/09	$153,593	($246,407)

118	FA	Vibration & Elev. Monitoring at W5L	N/A	N/A	Executed 2/20/08	$50,000	
118S1	FA/LS/ID	Nimitz House vibration monitoring	N/A	N/A	Executed 8/05/08	$50,050	
120	LS/Credit	CIDH Pile Mitigation Deduct	N/A	N/A	Executed 3/17/08	($400)	
124	FA/LS	Seismic Monitoring & Column Grounding		N/A	Executed 11/25/08	$353,975	
126	FA	YBITS Excavation / Hazmat Disposal	I&A 4/7/08	Approved 4/3/08	Executed 4/17/08	$500,000	
145		**Revised Mass Concrete Spec. (Elimination of requirement from CCO's 73 & 75)**		**TBD**	**In Progress**	**($500,000)**	
147	LS	Add Cost W4R Foundation Construction	N/A	N/A	Executed 7/21/08	$25,024	
155	FA	Excess Soil Offhaul	I&A 8/13/08	N/A	Executed 9/03/08	$500,000	
159	LS	Redesign Bent W7 Soil Nail Wall	I&A 11/10/08	N/A	Executed 5/21/09	$916,280	
165	LS	W7 Soil Nail Wall Delay Costs	I&A 4/20/09	N/A	Executed 4/08/09	$152,208	
Current Status for YBI Transition Structures Advance Foundations						**$103,372,437**	**($896,407)**

Budget Status

The Department's December 25, 2006 Strategy Memorandum estimated the cost to construct Bents W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, and W7 Ramp to be $107M. In addition, the temporary E.B. onramp abutment was added at a later date with no estimate revision. The Departments December 14, 2006 Strategy Memorandum estimated the additional demolition costs for the existing bridge (Bent 48 through YB-4) to be $3.5M. The combined estimate for both was $110.5M. The June 2009 revised additional cost estimate is $104.3M with a current projection of $103.4M. Total CCOs executed to date are $93.1M.

Administrative Issues General CCOs 5

Progress of Work

Administrative issues that remain on the YBID contract are related to setting project milestones and determining time related overhead resulting from the contract time extensions, escalation costs, the increased scope of work, and other necessary changes to the contract. Additionally, costs for implementing COZEEP for the East and West Tie-Ins need to be accounted for.

The following list of target milestones have been incorporated into the project schedule. This information will be revised as more detailed schedule information is developed.

	Date	Status	Notes
W3L (foundation and column up to splice zone)	March 15th, 2007	Complete	Finished 3/15/07
West Tie-In Phase 1 Viaduct Demo/Roll-In Complete	September 4th, 2007	Complete	Finished 9/04/07
Access to W3R Available to CCM	January 2nd, 2008	Partial access provided	Coordinating access with SAS
Upper East Tie-In Area Available to CCM (Revised October 2008)	December 2009	Partial access provided	Coordinating access with SAS
East Tie-In Roll-Out/Roll-In Complete (Revised October 2008)	September 7th, 2009		
Project Completion (Revised July 2009)	December 10, 2010		

The Department has extended TRO compensation at the original contract rate through September 1, 2009. The Contractor has completed a TRO audit. The Department is reviewing this information so that an appropriate TRO adjustment can be negotiated.

The Department continues to pursue a resolution to the remaining NOPC issues. Of the 18 NOPC issues, only three remain outstanding. Of the three it is anticipated that Viaduct CCO #128 will resolve NOPC #6, resolution of the existing structure demolition costs will resolve NOPC #15, and resolution of the TRO costs will resolve NOPC #18.

Status of Contract Change Orders: Administrative Issues

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from June 09 Approved Budget
1 S2	FA	Flagging & Traffic Control	N/A	N/A	Executed 12/5/07	$200,000	
1S3	FA	Flagging & Traffic Control	N/A	N/A	Executed 7/2/08	$300,000	
13S1	FA	PMIV Additional Funds	I&A 3/10/08	N/A	Executed 3/17/08	$300,000	
39S1	FA	Additional Funds for Shuttle Service to USCG			Executed 3/30/2009	$500,000	
45 S1	LS	Additional SWPPP	I&A 12/14/07	N/A	Executed 1/31/08	$350,000	
51	LS	NOPC 12 & 13 Resolution	N/A	N/A	Executed 8/17/06	$25,234	
52	0	Elimination of Contractor's Design of Tie-Ins	I&A 1/19/07	N/A	Executed 3/2/07	$0	
53	FA	Handling and Storage of Material	I&A 11/06/06	N/A	Executed 12/8/06	$240,000	
56	LS	Contractor's Design additional cost… Resolved NOPCs 2,3,4,8,9,10,11,14, and 16	I&A 2/20/08	Approved 3/5/08	Executed 3/17/08	$6,837,310	
57	LS	Demolition of Building 206	N/A	N/A	Executed 10/18/06	$22,378	
57S1	LS	Remove and Clear Building 254	N/A	N/A	Executed 6/4/07	$10,572	
66S1	FA	Video/Photo Documentation Services Supplemental Funds	N/A	N/A	Executed 4/14/08	$200,000	
66S2	**FA**	**Video/Photo Documentation Services Supplemental Funds**		**N/A**	**In Progress**	**$200,000**	
86	LS	Additional Suspension Costs	N/A	N/A	Executed 5/19/08	$42,764	
91	LS	Contract Days Extension/TRO Compensation to November 08	RPP 8/28/07	TBD	Executed 10/31/07	$1,818,948	
91 S1	LS	Base Contract TRO Extension to September 1, 2009	I&A 10/25/07	Approved 10/30/07	Executed 11/16/07	$8,463,159	
91 S2	**LS**	**Base Contract TRO Extension to December 10, 2010**		**TBD**	**In Progress**	**$5,494,737**	
114		**Global TRO Adjustment and TRO Audit**		**TBD**	**In Progress**	**$6,505,263**	
96	FA	SWPPP Steep Slope Stabilization Measures	N/A	N/A	Executed 1/4/08	$190,000	
96S1	FA	Add Funds Shotcrete Slope at Bent 48	N/A	N/A	Executed 7/2/08	$40,000	
109	FA	MEP Coordination	N/A	N/A	Executed 1/30/08	$100,000	
110	FA	Geotech. Exploration Pads and Support	N/A	N/A	Executed 2/20/08	$150,000	
119	FA/LS/ID/ UP	Project Wide SWPPP	I&A 4/07/08	N/A	Executed 4/17/08	$638,939	
123	FA	Treasure Island Yard Lot Rental	I&A 4/16/08	N/A	Executed 4/17/08	$600,000	
125	FA	Project Access Paving		N/A	Executed 4/04/08	$150,000	
125S1	FA	Additional Funds, Project Access Paving	I&A 6/12//08	N/A	Executed 6/25/08	$35,000	
130	LS	Project Retention	I&A 4/07/08	N/A	Executed 4/14/08	$136,510	
131	FA	Delete Permanent Erosion Control Items		N/A	Executed 5/6/09	($74,502)	
132	LS	Storm Damage Slope Repair (Resolved NOPC 17)		N/A	Executed 5/23/08	$23,870	
139		**Revised ESA's**		**N/A**	**In Progress**	**$0**	
142	FA	Macalla Road Sinkhole Repair		N/A	Executed 7/18/08	$150,000	
146	FA	Macalla Road Tree Trimming	N/A	N/A	Executed 7/21/08	$50,000	

146S1	FA	Add Funds Macalla Road Tree Trimming	N/A	N/A	Executed 11/25/08	$50,000	
151		Public Safety Spec Change (Suspended Load)			Executed 9/23/08	$0	
157		USCG Access Mitigation Stairway Design to Quarters Above		N/A	Executed 1/28/09	$150,000	
176	FA	Construction Staking	N/A	N/A	Executed 4/08/09	$100,000	
		Non CCO Charges…COZEEP, lead survey, respirator training			**In Progress**	**$1,323,000**	
182		**USCG use parking lots at WTI area Quarters 8**		**TBD**	**In Progress**	**$300,000**	
188		**Sound Control Requirements, pile driving restrictions**		**TBD**	**In Progress**	**$100,000**	
195		**USCG Stair Access to Quarters 9 along Goat Slope**		**TBD**	**In Progress**	**$800,000**	
203		**SSD Base Camera's**		**TBD**	**In Progress**	**$700,000**	
		Permanent Gawk Screen on North Side Detour Rail		**N/A**	**In Progress**	**$200,000**	
		PIO Office Labor Day Outreach		**N/A**	**In Progress**	**$200,000**	
		Macalla Road Repairs		**N/A**	**In Progress**	**$200,000**	
Current Status for Administrative and General CCOs						**$37,823,182**	**$0**

Budget Status

As of June 2009 the revised additional cost estimate for Time Related Overhead, escalation issues, and job wide changes is $37.8M with the largest estimated cost being attributed to a global TRO adjustment. As Contract Change Orders for these items are negotiated, this estimate will be updated. Costs related to settlement of NOPC issues not captured here will be paid out of the contract contingency.

Additionally, the original contract allotment provided $1.3M for COZEEP. Subsequently, there were $23,000 in other charges for a lead survey and respirator training both related to the WTI Phase 1 demolition work, providing for total non-CCO related charges of $1.323M to the contract. These costs are shown here to capture costs to the project. It is also important to note that with two full bridge closures planned additional COZEEP funds may be required.

Total CCOs executed to date are $21.8M.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** July 7, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 4a

Item- Progress Reports
Final June 2009 Monthly Progress Report

Recommendation:
APPROVAL Confirmation

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The PMT approved the final June 2009 Monthly Progress Report through delegated TBPOC authority on July 1, 2009, and requests TBPOC confirmation of this approval.

Attachment(s):
Final June 2009 Monthly Progress Report (see end of binder)

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
June 2009

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: July 2009

TOLL BRIDGE SEISMIC RETROFIT AND REGIONAL MEASURE 1 PROGRAMS

MONTHLY PROGRESS REPORT
JUNE 2009

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

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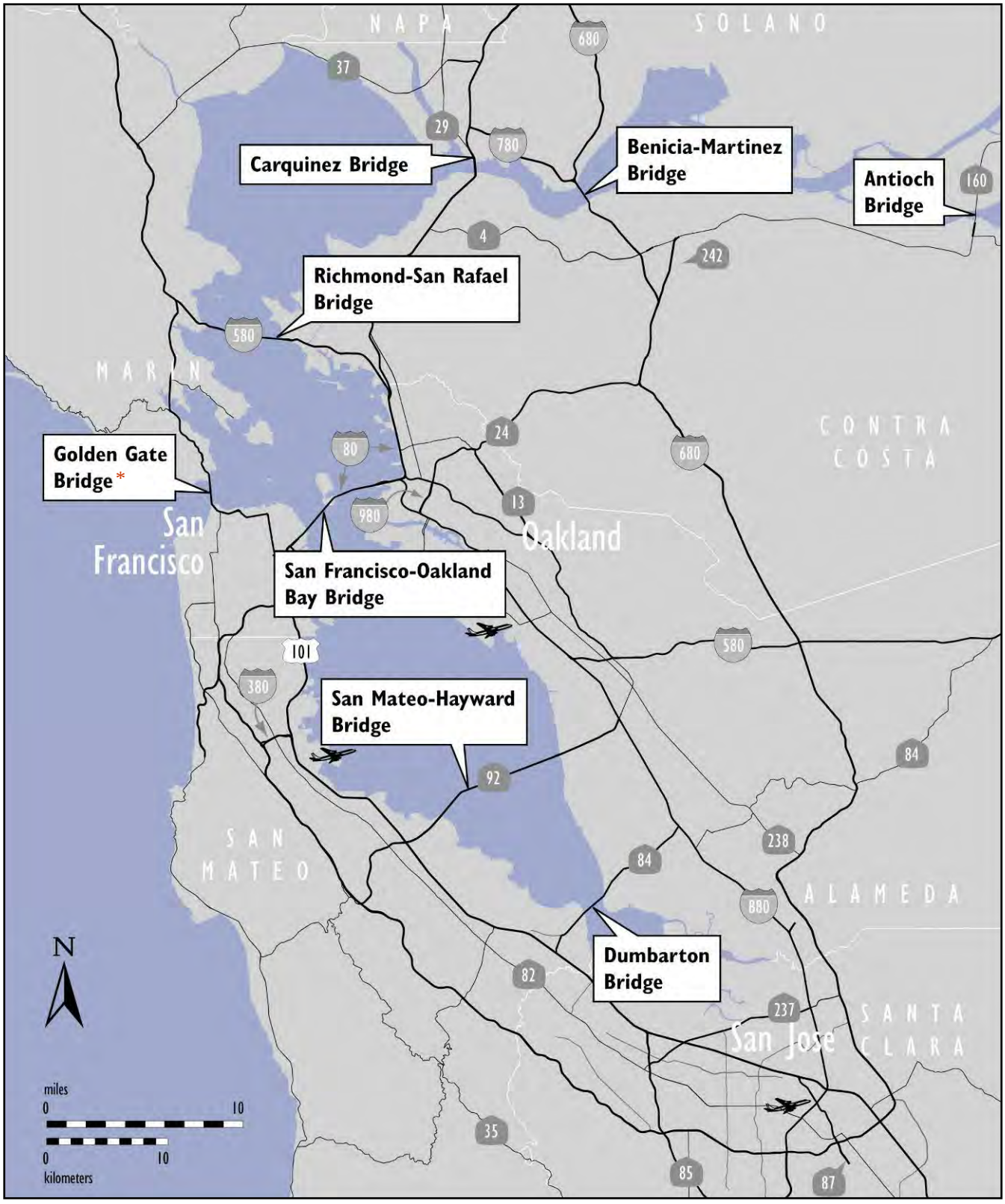
Map of Bay Area Toll Bridges



* The Golden Gate Bridge is owned and operated by the Golden Gate Bridge, Highway, and Transportation District.

Introduction

In July 2005, Assembly Bill (AB) 144 (Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge project and the State Toll Bridge Seismic Retrofit Program projects. The TBPOC consists of the Caltrans Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the committee) and preparing project reports.

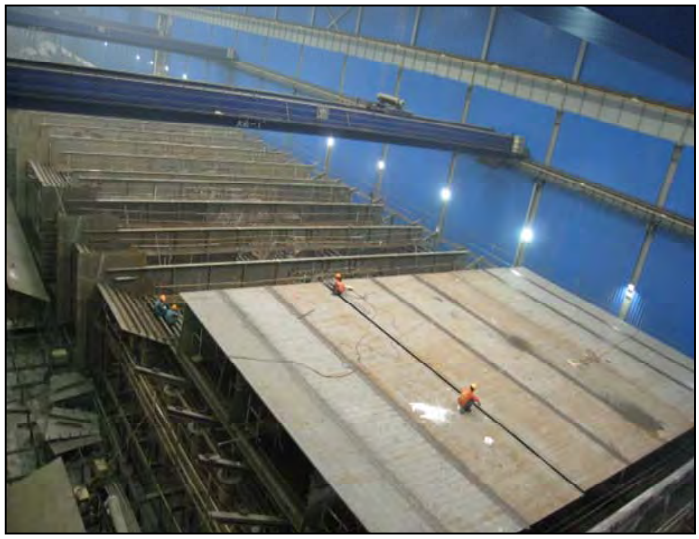
AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Complete
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
1958 Carquinez Bridge Seismic Retrofit	Complete
1962 Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects called the Regional Measure 1 (RM1) Toll Bridge Program under the responsibility of BATA and Caltrans. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

Regional Measure 1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction
1962 Benicia-Martinez Bridge Reconstruction	Construction
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS



SAS Overview of Orthotropic Box Girder Segment Assembly

SAS Temporary Trusses "E" (to right) and "W" (to left) View from Yerba Buena Island

Temporary Support Structures for the SAS Bridge Erection

Toll Bridge Seismic Retrofit Program Risk Management

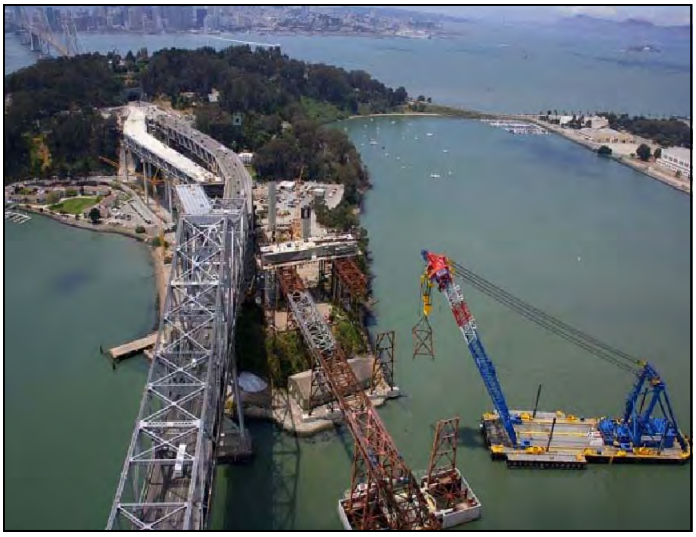
A major element of Assembly Bill 144 of 2005, the law creating the TBPOC, was legislative direction to implement a more aggressive risk management program. Such a program has been implemented in stages over time to ensure development of a robust and comprehensive approach to risk management. We have reached a milestone with our risk management program with all elements now fully incorporated, resulting in one of the most detailed and comprehensive risk management programs in the country today. From this point forward, we will adopt a "50 percent probability" standard when assessing and reporting risks, which results in major cost forecast revisions for the Self-Anchored Suspension Span (SAS) Superstructure and Yerba Buena Island Detour (YBID) contracts and for programmatic risks. Our forecasts are based on an assessment of risks that are 50 percent probable to be realized. It is possible our forecasts could decrease as risks are resolved and retired. Nonetheless, we want to ensure that the public is fully informed of the risks we have identified and the possible expense they could necessitate. It is important to note that, even if all these risks were to be realized, there still would be $129.3 million remaining in the contingency reserve (see page 36 for more details).

San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Replacement Project

SAS Superstructure Contract

The contractor for the Self-Anchored Suspension (SAS) Bridge, American Bridge/Fluor, continues work on both the fabrication of major bridge components around the world and on the temporary support structures in the bay.

The contractor has reported that fabrication of the steel tower and roadway boxes has fallen behind schedule due to the shop drawing preparation process and the complexity of the fabrication. Delays, including those specifically related to lifts 13 and 14 of the steel roadway boxes at the east end of the bridge, are putting pressure on the westbound opening of the bridge in 2012, but has not yet affected the expected full opening date of the bridge in 2013. The TBPOC and the contractor continue to negotiate a mitigation proposal. The cost for this



Overview of Temporary Tower Construction Shear-Leg Barge Crane Looking West towards the Detour Structure

East Tied In Truss Structure Being Erected on Yerba Buena Island

agreement is included in the revised forecast for the project. The TBPOC and contactor continue to evaluate all options to accelerate the project. Caltrans is also continuing their quality assurance process so that no part of the new bridge will be shipped unless it is fit to be installed.

Out on the bay, the contractor continues to erect and has completed approximately 50 percent of the temporary support structures that span from Yerba Buena Island to the Skyway. These structures will support the SAS bridge before the cable system is installed. With the arrival of the shear-leg crane barge from China on March 12, 2009, the longer and heavier segments of the temporary support structures have been lifted into place.

To further mitigate future project risks, Caltrans has established risk management teams to evaluate future potential risks to completing the project on time and on budget. In particular, teams are reviewing cable erection plans and mitigation schedules. Based on the last risk management assessment, there is a potential for a $227.4 million increase on the contract.

Yerba Buena Island Detour Contract

The Yerba Buena Island Detour contractor, CC Myers, has erected the detour structure that will divert traffic off the existing bridge to the detour structure that will tie the existing bridge to the Yerba Buena Island tunnel. The traffic switch has been scheduled for Labor Day Weekend 2009 and will require a full closure of the Bay Bridge over an extended holiday weekend. In addition to work on the detour structure, the contractor is making progress on a number of accelerated foundations for the future transition structure from the SAS to the tunnel.

Based on the last risk management assessment, there is potential for a $84.5 million increase for the contract. Risks include the cost to potentially postpone Labor Day weekend 2009 operations due to unexpected high winds and unexpected construction challenges during the demolition of the old structure. These risks are being addressed via collaborative on-site meetings between Caltrans and the contractor to actively identify and resolve issues early and at the least cost.

Caltrans will be requesting a capital budget revision to the contract from the TBPOC in June 2011 to fund risk mitigation and management actions.

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

Completed West Approach Replacement Project

TBSRP Capital Outlay Support

Based on initial discussions with our contractors, early completion of the East Span Project was believed to be highly possible and sufficient to mitigate potential identified support cost increases. The support cost increases are due primarily to the need to re-advertise the SAS contract and by decisions made to increase our opportunities for early completion of the East Span project and potential for support cost savings. These decisions include a 12-month schedule extension provided during bid time to attract the maximum number of bidders for the SAS contract and extension of the YBI Detour contract to advance future foundation and column work of the transition structure and west end deck reconstruction. Since we now judge early completion and the attendant cost savings to be less likely, we forecast a potential drawdown of $214.5 million from the program contingency for project support. Further increases in project support costs would be expected if the project is delayed beyond the 2013 bridge opening date.

TBSRP Programmatic Risks

This category includes risks that are not yet scoped within existing contracts and/or spread across multiple contracts. The interdependencies between all the contracts in the program result in the potential for delays on one contract to impact the other contracts in the overall program of contracts. A net potential drawdown of $117.2 million from the program contingency is forecasted for these risks.

Seismic Retrofit of the Dumbarton and Antioch Bridges

When first conceived, the Toll Bridge Seismic Retrofit Program only identified seven of the nine state-owned toll bridges to be in need of seismic retrofit, excluding the Dumbarton and Antioch bridges. Further seismic vulnerability studies were completed by Caltrans and BATA on those structures, which determined that both structures were in need of retrofit based on current seismic standards. The total cost to retrofit both structures is estimated to be $950 million. State Assemblyman Tom Torlakson is sponsoring Assembly Bill 1175 to amend the Toll Bridge Seismic Retrofit Program to include the Antioch and Dumbarton bridges and to make the projects eligible for TBSRP funding. Design plans for both bridges are currently being prepared; however, advertisement of the project as planned in 2010 may be postponed due to delayed environmental permits for the projects.

Antioch Bridge

Benicia-Martinez Bridge Undulation Repair

Site Preparation or New Route 92 and Interstate 880 Separator

Regional Measure 1 Toll Bridge Program Cost Forecast Update

BATA has identified $30 million in savings from completed Regional Measure 1 (RM1) projects, including the new Carquinez Bridge and San Mateo-Hayward Bridge widening projects. The savings will be transferred to the Toll Bridge Rehabilitation Program for ongoing upkeep of the bridges and related toll facilities. BATA plans to make the program budget revisions at its June 2009 meeting.

New Benicia-Martinez Bridge Project

On the 1962 Benicia-Martinez Bridge Modification Contract, remaining tasks include procurement and installation of the outside rail fence of the bridge pedestrians and bicycle path, rehabilitating the Vista Point parking lot, final paving and striping of the main line, and miscellaneous electrical activities. The work is currently three months ahead of schedule.

Interstate 880/State Route 92 Interchange Reconstruction Project

On the Interchange Reconstruction Contract, the new east Route 92 to North Interstate 880 direct connector structure (ENCONN) was completed and opened to detour traffic on May 16, 2009. The Department and BATA have revised the support forecast for the project. The increase in support is due to extended advertisement for the project and weather delays. The project is still forecast to be completed as planned in June 2011.

Toll Bridge Seismic Retrofit Program Cost Summary

	Contract Status	AB 144/SB 66 Budget (Jul 2005)	TBPOC Approved Changes	Current TBPOC Approved Budget (May 2009)	Cost to Date (May 2009)	Current Cost Forecast (May 2009)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
SFOBB East Span Seismic Replacement								
Capital Outlay Construction								
Skyway	Completed	1,293.0	(38.9)	1,254.1	1,236.8	1,254.1	-	●
SAS Marine Foundations	Completed	313.5	(32.6)	280.9	275.0	280.9	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	718.3	1,981.1	227.4	●
YBI Detour	Construction	132.0	310.2	442.2	329.0	526.7	84.5	●
YBI Transition Structures (YBITS)		299.3	(23.2)	276.1	-	278.0	1.9	●
YBITS 1	Advertised				-	*215.3*		●
YBITS 2	Design				-	*59.4*		●
YBITS Landscaping	Design				-	*3.3*		●
Oakland Touchdown		283.8	-	283.8	171.5	290.6	6.8	●
OTD 1	Construction				*163.6*	*214.6*		●
OTD 2	Design				-	*62.0*		●
OTD Electrical Systems	Design				-	*4.4*		●
Submerged Electric Cable	Completed				*7.9*	*9.6*		●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Completed	15.0	3.3	18.3	16.7	18.3	-	●
Other Completed Contracts	Completed	90.3	-	90.3	89.2	90.3	-	●
Capital Outlay Support		959.3	-	959.3	726.3	1,173.8	214.5	●
Right-of-Way and Environmental Mitigation		72.4	-	72.4	51.1	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	●
Total SFOBB East Span Replacement		5486.6	215.5	5,702.1	3,614.6	6,195.9	493.8	
SFOBB West Approach Replacement								●
Capital Outlay Construction	Completed	309.0	41.7	350.7	322.8	350.7	-	●
Capital Outlay Support		120.0	-	120.0	116.1	120.0	-	●
Total SFOBB West Approach Replacement		429.0	41.7	470.7	438.9	470.7	-	
Completed Program Projects	Completed	1,839.4	(97.5)	1,741.9	1,712.6	1,741.9	-	●
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	●
Net Programmatic Risks		-	-	-	-	117.2	117.2	●
Program Contingency		900.0	(159.7)	740.3	-	129.3	(611.0)	●
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	5,790.8	8,685.0	-	●

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets

Toll Bridge Seismic Retrofit Program Schedule Summary

	AB144/SB 66 Project Completion Schedule Baseline (Jul 2005)	TBPOC Approved Changes (Months)	Current TBPOC Approved Completion Schedule (May 2009)	Current Completion Forecast (May 2009)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i = g + h	j	k = j - i	l	
SFOBB East Span Seismic Replacement							
Contract Completion							
Skyway	Apr 2007	8	Dec 2007	Dec 2007	-	●	See Page 32
SAS Marine Foundations	Jun 2008	(5)	Jan 2008	Jan 2008	-	●	See Page 22
SAS Superstructure	Mar 2012	12	Mar 2013	Mar 2013	-	●	See Page 23
YBI Detour	Jul 2007	41	Dec 2010	Dec 2010	-	●	See Page 16
YBI Transition Structures (YBITS)	Nov 2013	12	Nov 2014	Nov 2014	-		See Page 20
YBITS 1			Sep 2013	Sep 2013	-	●	
YBITS 2			Nov 2014	Nov 2014	-	●	
YBITS Landscaping			TBD	TBD	-	●	
Oakland Touchdown	Nov 2013	12	Nov 2014	Nov 2014	-		See Page 34
OTD 1			May 2010	May 2010	-	●	
OTD 2			Nov 2014	Nov 2014	-	●	
OTD Electrical Systems			TBD	TBD	-	●	
Submerged Electric Cable			Jan 2008	Jan 2008	-	●	
Existing Bridge Demolition	Sep 2014	12	Sep 2015	Sep 2015	-	●	
Stormwater Treatment Measures	Mar 2008	-	Mar 2008	Mar 2008	-	●	
SFOBB East Span Bridge Opening and Other Milestones							
OTD West bound Access			Jan 2010	Jan 2010	-	●	
YBI Detour Open			Sep 2009	Sep 2009	-	●	See page 18
West bound Open	Sep 2011	12	Sep 2012	Dec 2012	3	●	See page 23
East bound Open	Sep 2012	12	Sep 2013	Sep 2013	-	●	
SFOBB West Approach Replacement						●	
Contract Completion	Aug 2009	(7)	Jan 2009	Jan 2009	-	●	

Notes: 1) Figures may not sum up to totals due to rounding effects.
2) TBSRP Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with quarterly risk analysis assessments for the TBSRP Projects.

Regional Measure 1 Program Cost Summary

	Contract Status	BATA Baseline Budget (Jul 2005)	BATA Approved Changes	Current BATA Approved Budget (May 2009)	Cost to Date (May 2009)	Current Cost Forecast (May 2009)	Cost Variance	Cost Status
		a	b	c=a+b	d	e	f=e-c	
New Benicia-Martinez Bridge								
Capital Outlay Construction	Construction	861.6	174.0	1,035.6	988.4	1,035.6	-	●
Capital Outlay Support		157.1	35.1	192.1	188.7	192.1	-	●
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	17.0	20.3	-	●
Project Reserve		20.8	3.7	24.5	-	24.5	-	
Total New Benicia-Martinez Bridge		1,059.9	212.7	1,272.5	1,194.1	1,272.5	-	
Interstate 880/Route 92 Interchange Reconstruction								
Capital Outlay Construction	Construction	94.8	60.2	155.0	64.1	155.0	-	●
Capital Outlay Support		28.8	34.6	63.4	47.5	63.4	-	●
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.7	16.9	-	●
Project Reserve		0.3	9.4	9.7	-	9.7	-	
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	123.3	245.0	-	
Completed Program Projects		918.9	(30.0)	888.9	878.6	888.9	-	
Total Regional Measure 1 Toll Bridge Program		2,112.6	293.9	2,406.4	2,196.0	2,406.4	-	

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets

Regional Measure 1 Program Schedule Summary

	BATA Baseline Completion Schedule (Jul 2005)	BATA Approved Changes (Months)	Current BATA Approved Completion Schedule (May 2009)	Current Completion Forecast (May 2009)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i = g + h	j	k = j - i	l	
New Benicia-Martinez Bridge							
Contract Completion							
1962 BM Bridge Reconstruction	Dec 2009	-	Dec 2009	Aug 2009	(4)	●	See Page 54
New Benicia-Martinez Bridge Opening Date							
New Bridge	Dec 2007	(4)	Aug 2007	Aug 2007	-	●	
Interstate 880/Route 92 Interchange Reconstruction							
Contract Completion							
Interchange Reconstruction	Dec 2010	6	Jun 2011	Jun 2011	-	●	See Page 56

Notes: 1) Figures may not sum to totals due to rounding effects.

East Tie In Skid Beams

Under the Yerba Buena Island Detour East Tie In

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge Seismic Retrofit Strategy

When a 250-ton section of the upper deck of the East Span collapsed during the 7.1- magnitude Loma Prieta earthquake in 1989, it was a wake-up call for the entire Bay Area. While the East Span quickly reopened within a month, critical questions lingered; how could the Bay Bridge - a vital regional lifeline structure - be strengthened to withstand the next major earthquake? Seismic experts from around the world determined that to make each of the separate elements seismically safe on a bridge of this size, the work must be divided into numerous projects. Each project presents unique challenges. Yet there is one common challenge - the need to accommodate the more than 280,000 vehicles that cross the bridge each day.

Overview of Yerba Buena Island Detour Structure

West Approach Seismic Replacement Project
Project Status: Completed 2008

Seismic safety retrofit work on the West Approach in San Francisco - bounded on the west by 5th Street and on the east by the anchorage of the west span at Beale Street - involved completely removing and replacing this one-mile stretch of Interstate 80, as well as six on and off-ramps within the confines of the West Approach's original footprint. This project was completed on April 8th, 2008.

Overview of the Completed West Approach Replacement Structure

West Span Seismic Retrofit Project
Project Status: Completed 2004

The West Span lies between Yerba Buena Island and San Francisco and is made up of two complete suspension spans connected at a center anchorage. Retrofit work included adding massive amounts of steel and concrete to strengthen the entire West Span, along with new seismic shock absorbers and bracing.

West Span of the Bay Bridge While Undergoing Seismic Retrofit

East Span Seismic Replacement Project

Rather than a seismic retrofit, the two-mile-long East Span is being completely rebuilt. When completed, the new East Span will consist of several different sections, but will appear as a single streamlined span. The eastbound and westbound lanes of the East Span will no longer include upper and lower decks. The lanes will instead be parallel, providing motorists with expansive views of the bay. These views also will be enjoyed by bicyclists and pedestrians thanks to a new path on the south side of the bridge that will extend all the way to Yerba Buena Island. The new span will be aligned north of the existing bridge to allow traffic to continue to flow on the existing bridge as crews build the new span.

The new span will feature the world's longest Self-Anchored Suspension (SAS) bridge that will be connected to an elegant roadway supported by piers (Skyway), which will gradually slope down towards the Oakland shoreline (Oakland Touchdown). A new transition structure on Yerba Buena Island (YBI) will connect the SAS to the YBI tunnel and will transition the East Span's side-by-side traffic to the upper and lower decks of the tunnel and west span.

When construction of the new East Span is complete and vehicles have been safely rerouted to it, the original East Span will be demolished.

Architectural Rendering of New East Span in Relation to West Span and the Golden Gate Bridge

Overview of Progress on East Tie In of the Yerba Buena Island Detour

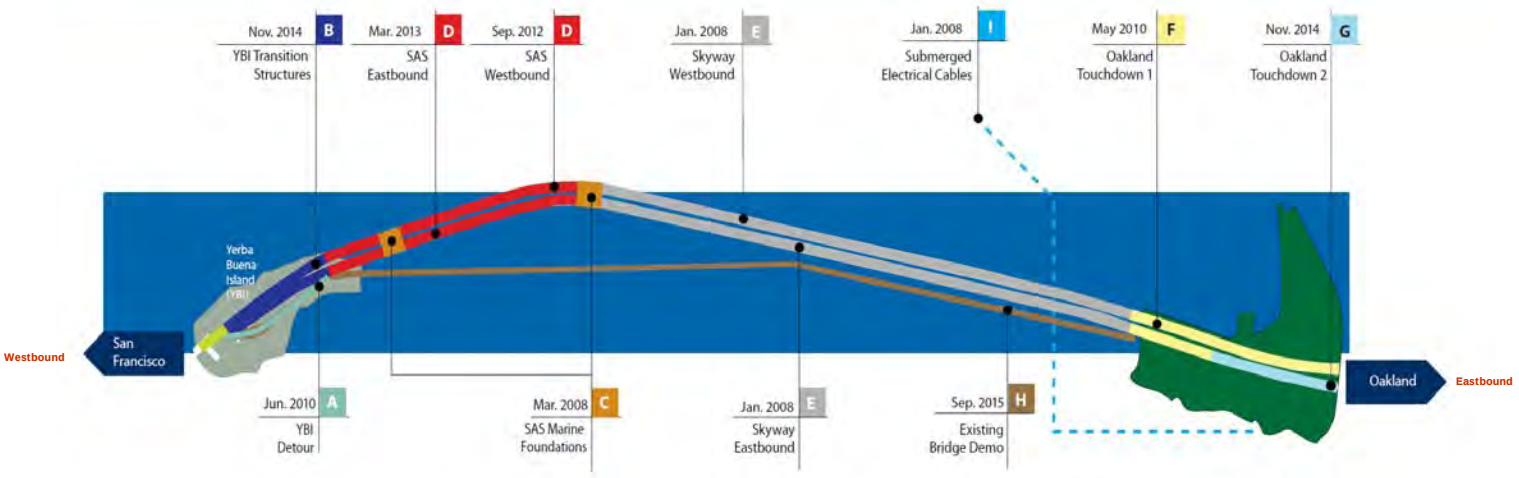
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

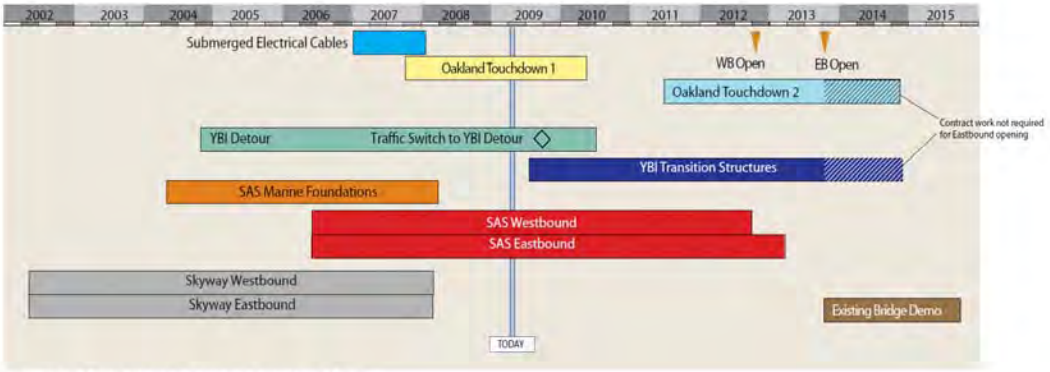
San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

The new East Span bridge can be split into four major components - the Skyway and the Self-Anchored Suspension Bridge in the middle and the Yerba Island Transition Structures and Oakland Touchdown approaches at either end. Each component is being constructed by one to three separate contracts that all have been sequenced together.

Highlighted below are the major East Span contracts including their schedules. The letter designation before each contract corresponds to contract descriptions in the rest of the report.

SFOBB East Span Work Sequence





Note: Dates shown above are project completion dates.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Detour (YBID)

As with all of the Bay Bridge's seismic retrofit projects, crews must build the Yerba Buena Island Transition Structures (YBITS) close to moving vehicles and without disrupting traffic. To accomplish this daunting task, eastbound and westbound traffic will be shifted off the existing roadway and onto a temporary detour supported by 200-foot-tall steel towers. Drivers will use this detour, just south of the original roadway, until traffic is moved onto the new East Span.

A YBID Contract

Contractor: C.C. Myers Inc.
Approved Capital Outlay Budget: $442.2 M
Status: 71% Complete

This contract was originally awarded in early 2004 to construct the detour structure for the planned 2006 opening of the new East Span. Due to the re-advertisement of the SAS superstructure contract in 2005 because of a lack of funding at the time, the bridge opening was rescheduled to 2013. To better integrate the contract into the current east span schedule and to improve seismic safety and mitigate future construction risks, the TBPOC has approved a number of changes to the contract, including adding the deck replacement work near the tunnel that was rolled into place over Labor Day Weekend 2007, advancing future transition structure foundation work and making design enhancement to the temporary detour structure.

These changes have increased the budget and forecast for the contract to cover the revised project scope and potential project risks.

Successful Labor Day Weekend 2007 Roll-In of Replacement Tunnel Approach Roadway

Tunnel Approach Roadway Replacement

The first in a series of activities to open the detour viaduct was completed in 2007 with the replacement of a 350-foot long stretch of upper deck roadway just east of the Yerba Buena Island tunnel. During this historic milestone, the entire Bay Bridge was closed over the 2007 Labor Day weekend so crews could demolish and replace the old section of the deck with a seismically upgraded 6,500-ton precast section of viaduct that was literally pushed into place (see photo above).

Status: Completed.

Detour Viaduct Fabrication and Construction

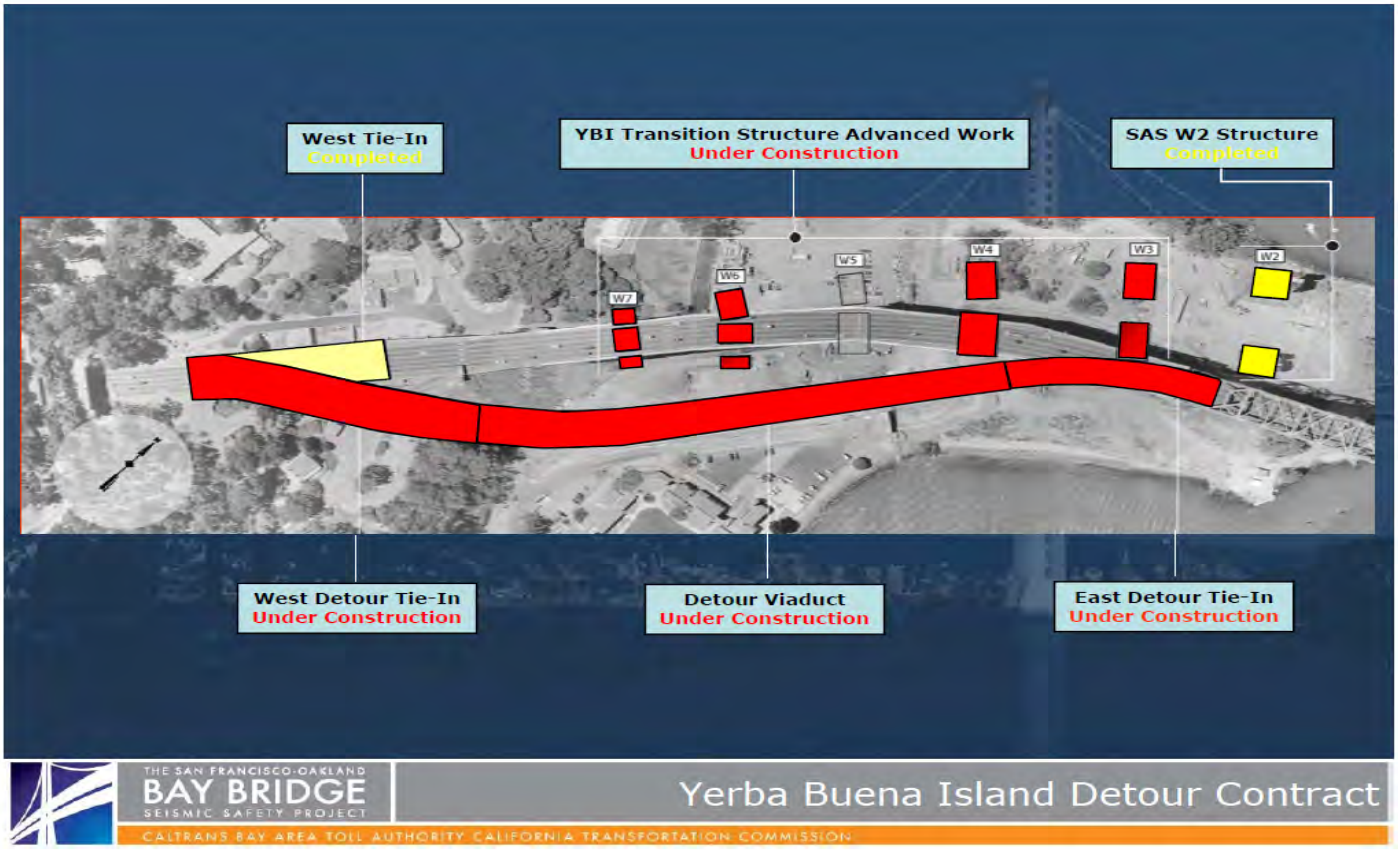
The detour viaduct will run generally parallel to the existing lanes on the island and will tie back into the existing bridge and tunnel. While speed limits will be reduced due to the turns needed to get on and off the detour, the viaduct will look quite similar to the existing bridge with steel cross beams and girders and a concrete roadway deck. To insure a good fit, the steel viaduct truss members were pre-fitted during fabrication in South Korea and Oregon. Opening of the detour to traffic is discussed on the following page.

Status: Most of the center portion of the detour viaduct has already been erected, including the concrete decks. At the west end of the detour, a cast-in-place concrete transition span has been poured to connect the detour into the completed tunnel approach roadway replacement span. At the east end, support structures and falsework, which are being erected to facilitate the roll-out/roll-in of the last truss section that will tie the detour into the existing bridge, are nearly complete.

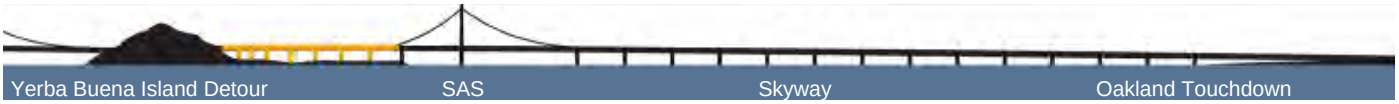
Demolition of Existing Viaduct

After shifting traffic onto the detour structure, crews will focus on the demolition of the existing transition structure into the tunnel. The old transition structure will need to be removed before construction of the new transition structures from the SAS bridge to the YBI tunnel can be completed.

Status: The start of the demolition is pending the opening of the detour.



Overview of Yerba Buena Island Detour Contract Scope of Work and Current Status



TOLL BRIDGE SEISMIC RETROFIT PROGRAM
Yerba Buena Island Detour (YBID) East Tie-in Opening Activities

Shifting traffic to the Yerba Buena Island detour will be the most significant realignment of the bridge to date. To accomplish this, crews will cut away a 288-foot portion of the existing truss bridge and replace it with a connection to the detour. This dramatic maneuver will involve aerial construction that occurs more than 100 feet above the ground. When the Bay Bridge reopens to traffic, vehicles will travel on the detour until the completion of the new East Span.

A detailed step-by-step construction sequence for the roll-out of existing span and roll-in of the new truss at the east tie-in to the detour viaduct structure is provided on the facing page.

Status: The YBID contractor is currently at stage 2 and the roll-in truss is being constructed on top of the skid bent (see photo below and *Stage 2* on the diagram on the facing page).

East Tie In Roll In Truss Upper and Lower Decks

Yerba Buena Island Detour East Tie-In Structure

East Tie-in Activities From Now through August 2009

Stage 1 – As the detour viaduct is being constructed (left), a support structure of falsework will be erected to support the new and existing trusses and the skid bent girders on which the trusses will move.

Stage 2 – The new roll-in truss will be constructed atop the skid bent just south of the existing truss.

Stage 3 – When the roll-in truss and detour viaduct are ready to be installed and opened to traffic, the Bay Bridge will be closed to all traffic.

East Tie-in Activities Over Labor Day Weekend 2009

Stage 4 – After the bridge is closed, the existing truss will be cut loose at both ends and will be rolled out hydraulically using jacks similar to those used for the Labor Day 2007 move to push the truss aside.

Stage 5 – After the existing truss has been rolled out of the way, the new truss will be similarly rolled into place using the same hydraulic jacking system.

Stage 6 – After being rolled into place, the new truss will be secured to the detour viaduct and existing bridge and the Bay Bridge will be re-opened to traffic. Removal of the rolled out span will commence soon after the new truss is secured.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project

The new Yerba Buena Island Transition Structures (YBITS) will connect the new SAS bridge to the existing Yerba Buena Island tunnel, transitioning the new side-by-side roadway decks to the upper and lower decks of the tunnel. The new structures will be cast-in-place reinforced concrete structures that will look very similar to the already constructed Skyway structures. While some YBITS foundations and columns have been advanced by the YBID contract, the remaining work will be completed under three separate YBITS contracts.

YBITS Advanced Foundation and Column Work and Soil Nail Wall

B YBITS #1 Contract

Contractor: TBD
Current Capital Outlay Forecast: $215.3M
Status: Advertised

The YBITS #1 contract will construct the mainline roadway structures from the SAS bridge to the YBI tunnel. Work on the structures is scheduled to start once the existing structures have been demolished and removed from the site. An addendum to revise the bid opening date to December 15, 2009 was issued in May.

Rendering of Future Yerba Buena Island Transition Structures (top) with Detour Viaduct (bottom)

YBITS #2 Contract

Contractor: TBD
Current Capital Outlay Forecast: $59.4 M
Status: In Design

The YBITS #2 contract will demolish the detour viaduct after all traffic is shifted to the new bridge and will construct a new eastbound on-ramp to the bridge in its place. The new ramp will also provide the final link for bicycle/pedestrian access off the SAS bridge onto Yerba Buena Island.

YBITS Landscaping Contract

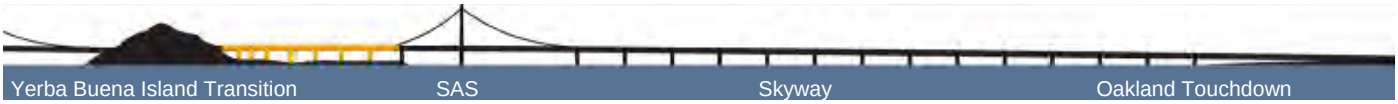
Contractor: TBD
Current Capital Outlay Forecast: $3.3 M
Status: In Design

Upon completion of the YBITS work, a follow-on landscaping contract will be executed to re-plant and landscape the area.

Yerba Buena Island Transition Structures Advanced Work

Due to the re-advertisement of the SAS superstructure contract in 2005, it became necessary to temporarily suspend the detour contract and make design changes to the viaduct. To make more effective use of the extended contract duration and to reduce overall project schedule and construction risks, the TBPOC approved the advancement of foundation and column work from the Yerba Buena Island Transition Structures contract.

YBITS Advanced Foundation and Column Work in Progress



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Self-Anchored Suspension (SAS) Bridge

If one single element bestows the status of world class on the new Bay Bridge East Span, it is the Self-Anchored Suspension (SAS) bridge. This engineering marvel will be the world's largest SAS span at 2,047 feet in length, as well as the first bridge of its kind built with a single tower.

The SAS was separated into three separate contracts – construction of the land-based foundations and columns at Pier W2; construction of the marine-based foundations and columns at Piers T1 and E2; and the construction of the SAS steel superstructure, including the tower, roadway, and cabling. Construction of the foundations at Pier W2 and at Piers T1 and E2 was completed in 2004 and 2007, respectively.

Pier Table at E2

SAS Land Foundation Contract

Contractor: West Bay Builders, Inc.
Approved Capital Outlay Budget: $26.4 M
Status: Completed

The twin W2 columns on Yerba Buena Island provide essential support for the western end of the SAS bridge where the single main cable for the suspension span will extend down from the tower and wrap around and under the western end of the roadway deck. Each of these huge columns required massive amounts of concrete and steel and are anchored 80 feet into the island's solid bedrock.

SAS T1 Main Tower Foundation

C SAS Marine Foundations Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $280.9 M
Status: Completed

The single main suspension cable is anchored at Pier E2 and goes up and over the tower at Pier T1 before wrapping around column W2 on Yerba Buena Island before returning to Pier E2 (see rendering on facing page). Construction of the piers at E2 and T1 required significant on-water resources to drive the foundation support piles down not only to bedrock, but also through the bay water and mud.

The T1 foundation piles extend 196 feet below the waterline and are anchored into bedrock with heavily reinforced concrete rock sockets that are drilled into the rock. Driven nearly 340 feet deep, the steel and concrete E2 foundation piles were driven 100 feet deeper than the deepest timber piles of the existing east span in order to get through the bay mud and reach solid bedrock.

D SAS Superstructure Contract

Contractor: American Bridge/Fluor Enterprises, Joint Venture
Approved Capital Outlay Budget: $1,753.7 M
Status: 41% Complete

Rising 525 feet above mean sea level and embedded in rock, the single-tower SAS span is designed to withstand a massive earthquake. The SAS bridge is not just another suspension bridge. Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them. These cables hold up the roadbed and are anchored to separate structures in the ground. While there will appear to be two main cables on the SAS, there will actually only be one. This single cable will be anchored within the eastern end of the roadway, carried over the tower and wrapped around the two side-by-side decks at the western end.

The single steel tower will be made up of four separate legs connected by shear link beams, which function in the same way as a fuse in an electrical circuit. These beams will absorb most of the impact from an earthquake, preventing damage to the tower legs. In addition, if one of the legs is damaged, the other legs will keep the bridge standing.

The next several pages highlight the construction sequence of the SAS and are followed by detailed updates on specific construction activities.

Architectural Rendering of new Self-Anchored Suspension Span

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Construction Sequence

Step 1 - Construct Temporary Supports

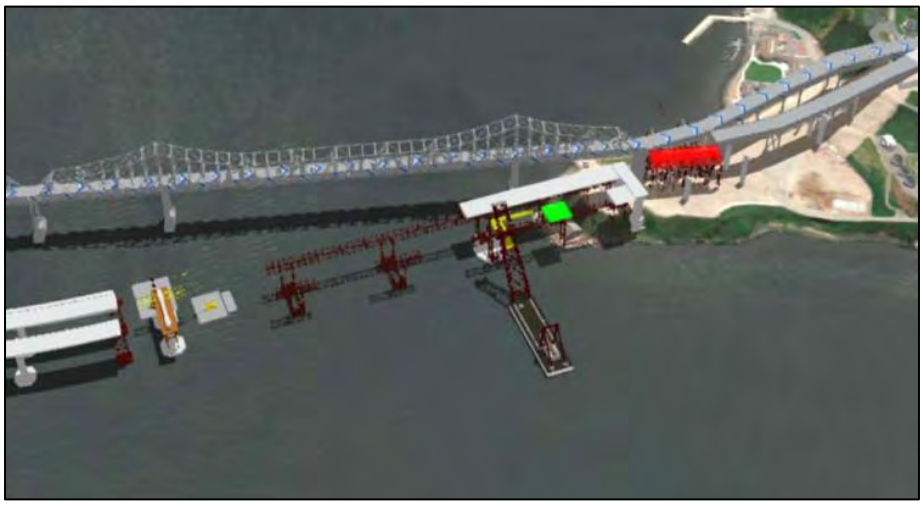
Temporary support trusses will need to be erected from the Skyway to Yerba Buena Island to support the new SAS bridge during construction.

Status: Foundations for the temporary supports are complete. Support columns and trusses are now being installed from west to east.

Step 2 - Install Roadways

The roadway boxes will be lifted into place by using the shear-leg crane barge. The boxes will be bolted and welded together atop the temporary support trusses to form two continuous parallel steel roadway boxes.

Status: The first shipment of roadway boxes is scheduled for summer 2009.



Step 3 - Install Tower

Each of the four legs of the tower will be erected in five separate lifts. The first lift will use the shear-leg crane barge while the remaining higher lifts will use a temporary support tower and lifting jacks.

Status: The first shipment of tower boxes is scheduled for late 2009. Tower installation cannot begin until the initial eastbound roadway boxes are installed between the existing east span and new tower.

Step 4 - Main Cable and Suspender Installation

The main cable will be pulled from the east end of the SAS bridge, over the tower, and wrapped around the west end before returning back. Suspender cables will be added to lift the roadway decks off the temporary support structure.

Status: Cable installation is pending the erection of the tower and roadway sections.

Step 5 - Westbound Opening

The new bridge will first open in the westbound direction pending completion of the Yerba Buena Island Transition Structures. Westbound access to the Skyway from Oakland will be completed by the Oakland Touchdown #1 Contract in 2009.

Status: Westbound opening is scheduled for 2012.

Step 6 - Eastbound Opening

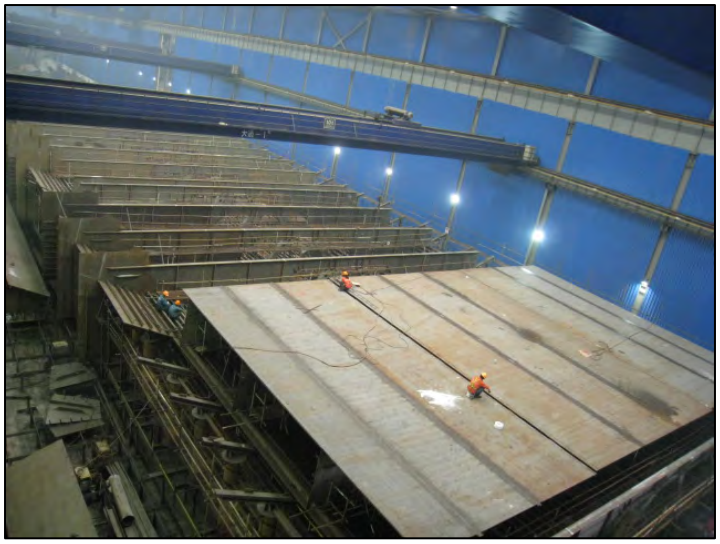
Opening of the bridge in the eastbound direction is pending completion of Oakland Touchdown 2, which needs westbound traffic off the existing bridge before the eastbound approach structure can be completed.

Status: Eastbound opening is scheduled for 2013.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities

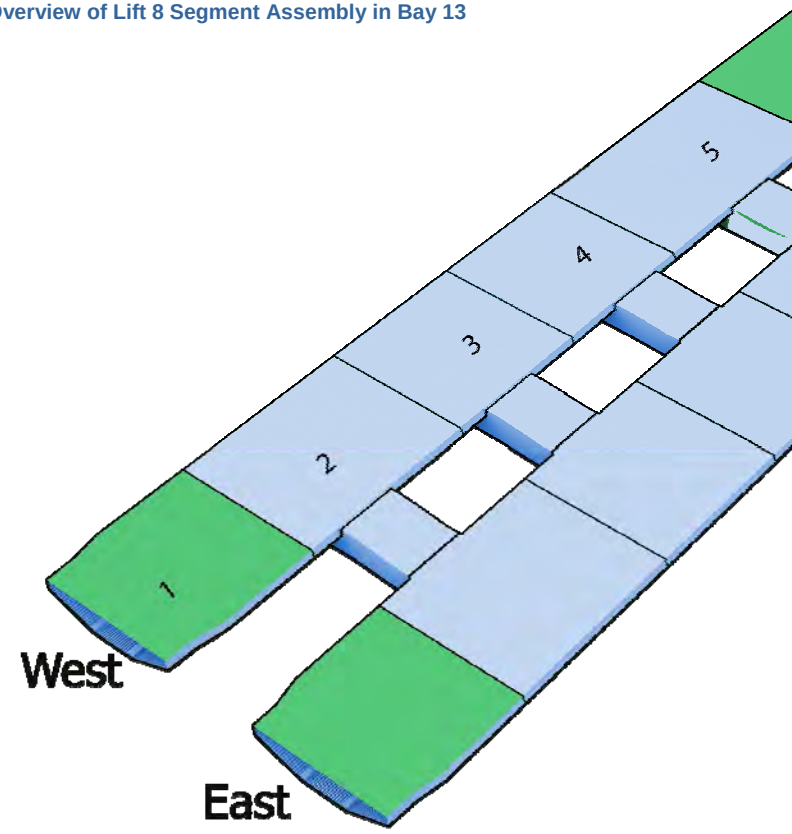
Nearly every component of the SAS above the waterline - from the temporary support structures to the roadway and tower box sections to the main cable and suspender ropes - will be fabricated off-site and erected into place upon arrival in the Bay Area. This project is truly global in nature, with fabrication of the bridge components occurring not only in the United States, but around the world in China, the United Kingdom, Japan, South Korea and other locations.



Overview of Lift 8 Segment Assembly in Bay 13

Roadway and Tower Segments

Like giant three-dimensional jigsaw puzzles, the roadway and tower segments of the SAS bridge are hollow steel shells that are internally strengthened and stiffened by a highly engineered network of welded steel ribs and diaphragms. The use of steel in this manner allows for a flexible yet relatively light and strong structure able to withstand the massive loads placed on the bridge during seismic events.



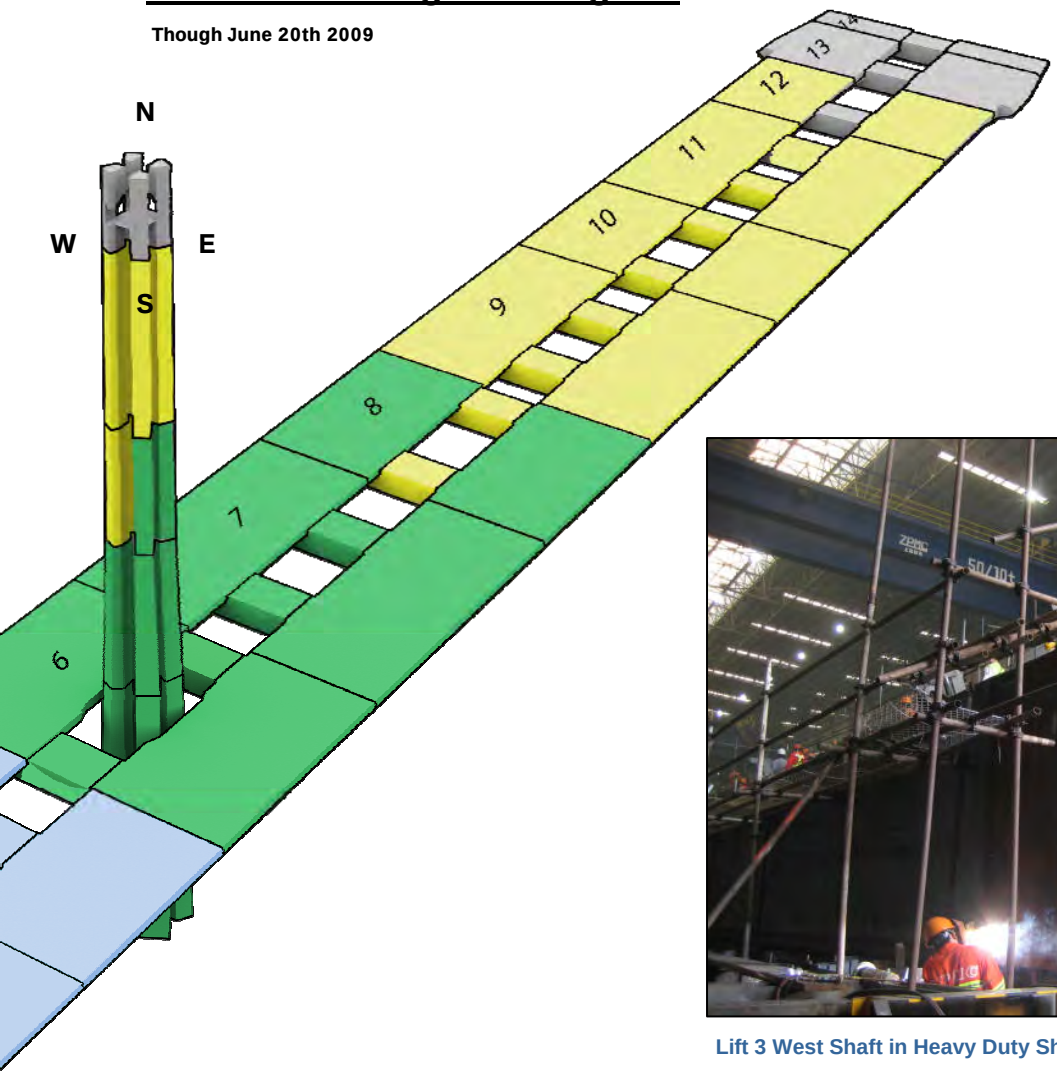
Status: Roadway and tower segments are in various stages of fabrication. Roadway sections one through five east and west have been assembled for paint and fit up, while roadway sections 6 , 7 and 8 are undergoing assembly. Roadway sections 1, 2, 3, and 4 are scheduled to leave China at the end of July.

Individual subassemblies for roadway sections 9, 10, 11, and 12 are being fabricated. Delays in the preparation of shop drawings for roadway sections 13 and 14 are putting schedule pressure on the westbound opening of the bridge in 2012

On the tower sections, assembly of the first of five tower lifts is well underway. The second tower lifts have also started to allow for trial fit-up prior to shipping of the first lift as per specification (see additional progress photos on pages 74 through 77).

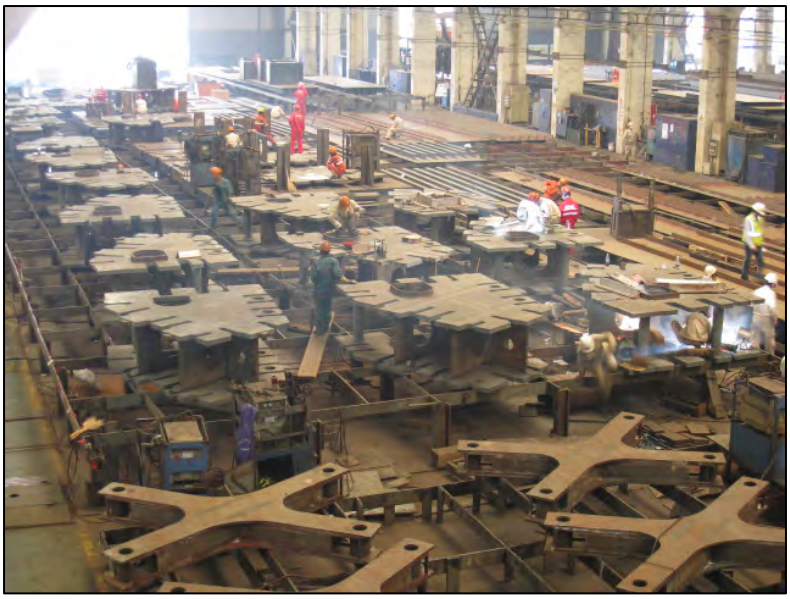
Fabrication Progress Diagram

Though June 20th 2009



- Shop Drawings Underway
- Sub-Assemblies Fabrication
- Segment Assembly
- Blast, Paint & Fit Up
- Ready To Ship

Lift 3 West Shaft in Heavy Duty Shop 2



Fabrication of Tower Double Diaphragms and Cross Bracing

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities

Cables and Suspenders

One continuous main cable will be used to support the roadway deck of the SAS bridge. Anchored into the eastern end of the bridge, the main cable will start on one side of Pier E2, go over the main tower at T1, loop around the western end of the roadway decks at Pier W2, and then back over main tower to the other end of Pier E2. The main cable will be made up of bundles of individual wire strands. Lifting up the roadway decks to the main cable will be a number of smaller suspender cables. The main cable will be fabricated in China and the suspender cables in Missouri.

Status: Initial trial testing of the main cable strands is in progress.

Bearing Hold Downs and Top Housing Castings

Cable Band Being Fabricated in the UK

Saddles, Bearings, Hinges, and Other Bridge Components

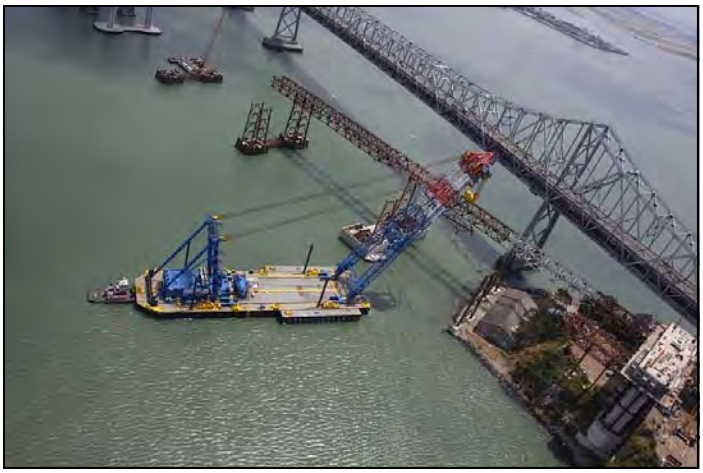
The mounts on which the main cable and suspender ropes will sit are made from solid steel castings. Castings for the main cable saddles are being made by Japan Steel Works, while the cable bands and brackets are being made by Goodwin Steel in the United Kingdom.

The bridge bearings and hinges that support, connect, and transfer service loads from the SAS bridge to the adjoining sections of the new east span are being fabricated in a number of locations. Work on the bearings is being performed in Pennsylvania and South Korea, while hinge pipe beams are being fabricated in Oregon.

Cable Band

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Field Activities



Overview of the Shear-Leg Barge Crane Maneuvering for Placement of Temporary E Line Truss ((D to F)

Shear-leg Barge Crane Placing Temporary E Line Truss (D to F)

Shear-leg Crane Barge

The massive shear-leg crane barge that will help build the SAS superstructure arrived in the San Francisco Bay on March 12, 2009 after a trans-pacific voyage.

The crane and barge are separate units operating as a single entity dubbed the "Left Coast Lifter." The 400 by 100-foot barge is a U.S. flagged vessel that was custom built in Portland, Oregon by U.S. Barge, LLC and outfitted with the crane by Shanghai Zhenhua Port Machinery Co. Ltd. (ZPMC) at a facility near Shanghai, China. The crane's boom weighs 992 tons and is 328 feet long. The crane can lift up to 1,873 tons, including the deck and tower sections for the SAS, which will begin arriving this summer.

The crane has off-loaded all temporary trusses shipped to date and has lifted 50 percent of the temporary towers' trusses into place. Work on the eastbound side of the SAS must occur first, as the crane cannot reach over permanent westbound decks to work on the eastbound roadway.

Status: On location.

Cap Beams

Construction of the massive steel-reinforced concrete cap beams that link the columns at piers W2 and E2 was left to the SAS superstructure contractor and represents the only concrete portions of work on that contract. The east and west ends of the SAS roadway will rest on the cap beams and the main cable will wrap around and tie down upon them.

Status: Completed.

Completed Cross Beam at Pier E2

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

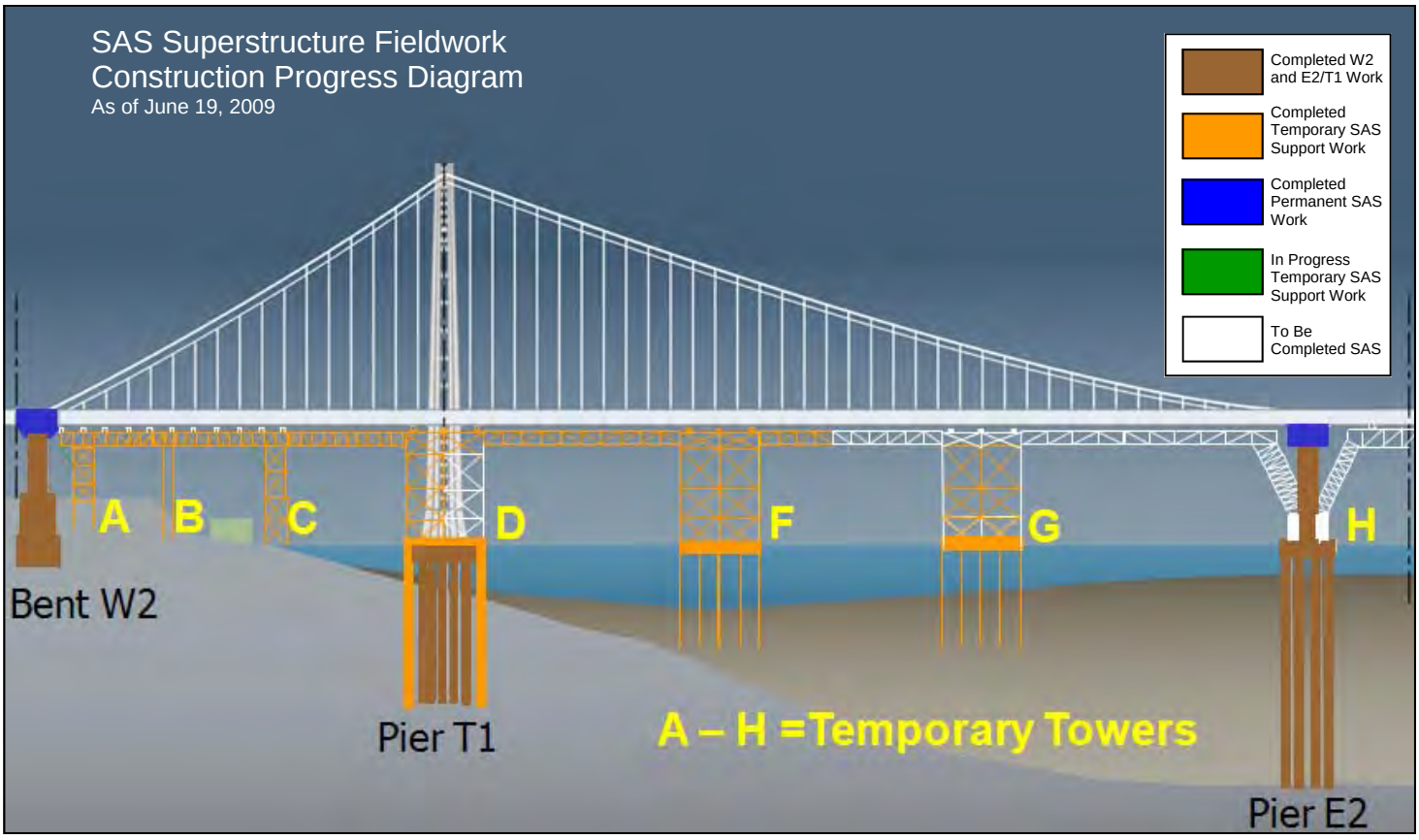
Self-Anchored Suspension (SAS) Superstructure Field Activities

Temporary Support Structures

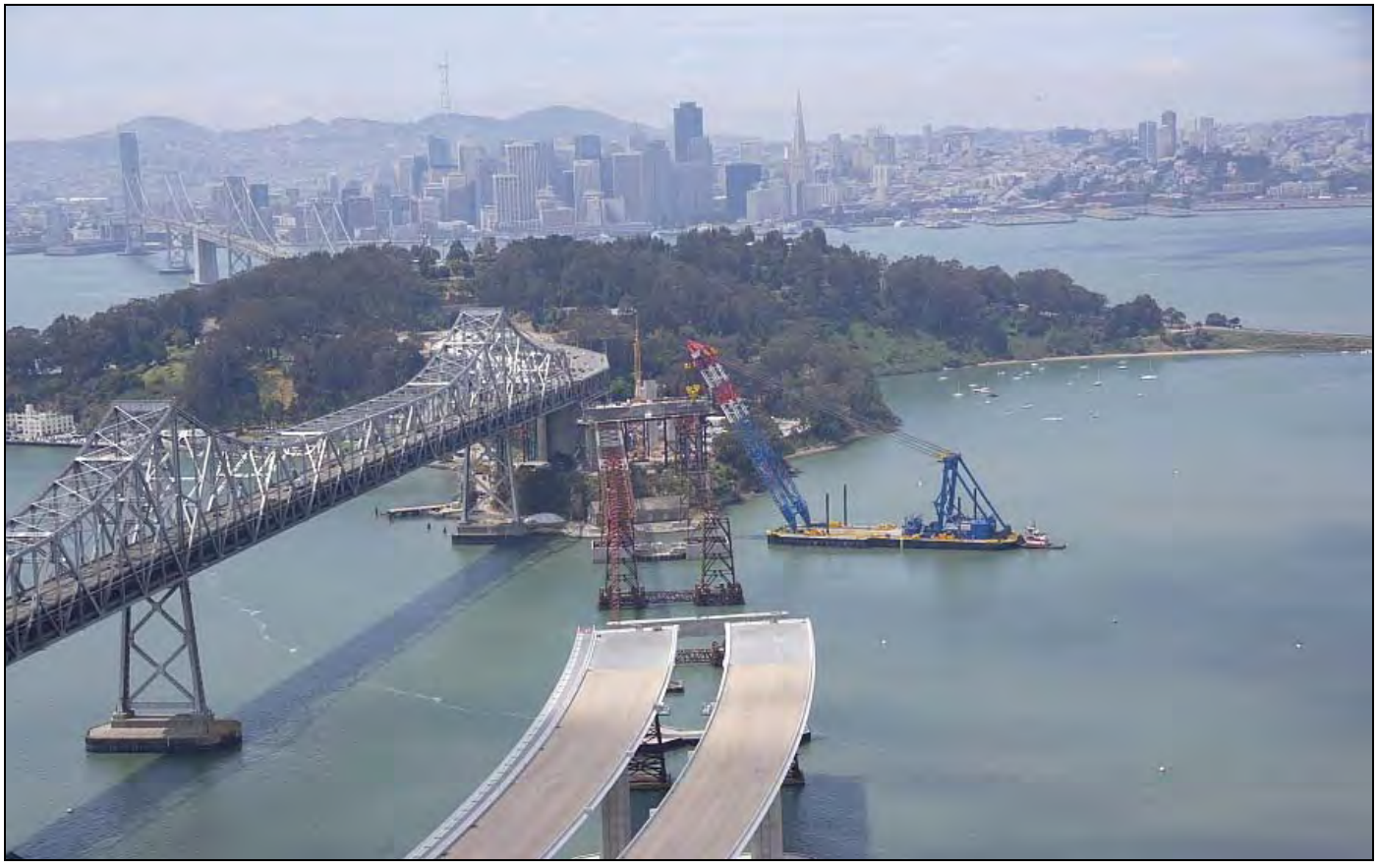
To erect the roadway decks and tower of the bridge, temporary support structures will first be put in place. Almost a bridge in itself, the temporary support structures will stretch from the end of the completed Skyway back to Yerba Buena Island. For the tower, a strand jack system is being built into the tower's temporary frame to elevate the upper sections of the tower into place. These temporary supports are being fabricated in the Bay Area, as well as in Oregon and in China at ZPMC.

Status: The secondary channel between Yerba Buena Island and Oakland has been rerouted. The temporary support foundations and six temporary towers have been completed and approximately half of the temporary trusses are in place. The last remaining shipment will be here in late July.

Temporary Truss Erection on East Bound



Temporary Truss Erection for West Bound



Overview of the Completed Skyway and Left Coast Lifter Setting a Temporary Truss in Place

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Skyway

The Skyway, which comprises much of the new East Span, will drastically change the appearance of the Bay Bridge. Replacing the grey steel that currently cages drivers, a graceful, elevated roadway supported by piers will provide sweeping views of the bay.

Completed Skyway Left of Existing East Span

E Skyway Contract

Contractor: Kiewit/FCI/Manson Joint Venture
Approved Capital Outlay Budget: $1,254.1 M
Status: Completed

Extending for more than a mile across Oakland mudflats, the Skyway is the longest section of the East Span. It sits between the new Self-Anchored Suspension (SAS) span and the Oakland Touchdown. In addition to incorporating the latest seismic-safety technology, the side-by-side roadway decks of the Skyway feature shoulders and lane widths built to modern standards.

The Skyway's decks are composed of 452 pre-cast concrete segments (standing three stories high), and contain approximately 200 million pounds of structural steel, 120 million pounds of reinforcing steel, 200 thousand linear feet of piling and about 450 thousand cubic yards of concrete. These are the largest segments of their kind ever cast and were lifted into place by winches that were custom made for this project.

Western End of Completed Skyway

The Skyway marine foundation consists of 160 hollow steel pipe piles measuring eight feet in diameter and dispersed among 14 sets of piers. The 365-ton piles were driven more than 300 feet into the deep bay mud. The new East Span piles were battered or driven in at an angle, rather than vertically, to obtain maximum strength and resistance.

Designed specifically to move during a major earthquake, the Skyway features several state-of-the art seismic safety innovations, including 60-foot-long hinge pipe beams. These beams will allow deck segments on the Skyway to move, enabling the deck to withstand greater motion and to absorb more earthquake energy.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Oakland Touchdown

When completed, the Oakland Touchdown (OTD) structures will connect Interstate 80 in Oakland to the new side-by-side decks of the new East Span. For westbound drivers, the OTD will be their introduction to the graceful new East Span. For eastbound drivers from San Francisco, this section of the bridge will carry them from the Skyway to the East Bay offering unobstructed views of the Oakland hills.

The OTD will be constructed through two contracts. The first contract will build the new westbound lanes, as well as part of the eastbound lanes. The second contract to complete the eastbound lanes cannot fully begin until westbound traffic is shifted onto the new bridge so that a portion of the upper deck of the existing bridge can be demolished to allow for a smooth transition for the new eastbound lanes in Oakland.

F Oakland Touchdown #1 Contract

Contractor: MCM Construction, Inc.
Current Capital Outlay Forecast: $214.6 M
Status: 71% Complete

The OTD #1 contract constructs the entire 1,000-foot-long westbound approach from the toll plaza to the Skyway. When completed, the westbound approach structure will provide direct access to the westbound Skyway. In the eastbound direction, the contract will construct a portion of the eastbound structure and all of the eastbound foundations that are not in conflict with the existing bridge.

Status: On the westbound structure, the contractor has completed all foundation work and is now proceeding with eastbound superstructure work. Work continues on the eastbound structure's foundations and columns.

Oakland Touchdown Eastbound Looking West

G Oakland Touchdown #2 Contract

Contractor: TBD
Current Capital Outlay Forecast: $62.0 M
Status: In design

The OTD #2 contract will complete the eastbound approach structure from the end of the Skyway to Oakland. This work is critical to the eastbound opening of the new bridge, but cannot be completed until westbound traffic has been shifted off the existing upper deck to the new SAS bridge.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Other Contracts

A number of contracts needed to relocate utilities, clear areas of archeological artifacts, and prepare areas for future work have already been completed. The last major contract will be the eventual demolition and removal of the existing bridge, which by that time will have served the Bay Area for nearly 80 years. Following is a status of some the other East Span contracts.

Archeological Investigations

East Span Interim Seismic Retrofit

Contractors: 1) California Engineering Contractors
2) Balfour Beatty
Approved Capital Outlay Budget: $30.8 M
Status: Completed

After the 1989 Loma Prieta earthquake, and before the final retrofit strategy was determined for the East Span, Caltrans completed an interim retrofit of the existing bridge to prevent a catastrophic collapse of the bridge should a similar earthquake occur before the East Span was completely replaced. The interim retrofit was performed under two separate contracts that lengthened pier seats, added some structural members, and strengthened areas of the bridge so that they would be more resilient during an earthquake.

Existing East Span of Bay Bridge

Stormwater Treatment Measures

Contractor: Diablo Construction, Inc.
Approved Capital Outlay Budget: $18.3 M
Status: Completed

The Stormwater Treatment Measures contract implemented a number of best practices for the management and treatment of storm water runoff. Focused on the areas around and approaching the toll plaza, the contract added new drainage and built new bio-retention swales and other related constructs.

Storm Water Retention Basin

Yerba Buena Island Substation

Contractor: West Bay Builders
Approved Capital Outlay Budget: $11.6 M
Status: Completed

This contract relocated an electrical substation just east of the Yerba Buena Island tunnel in preparation for the new East Span.

Pile Installation Demonstration

Contractor: Manson and Dutra, Joint Venture
Approved Capital Outlay Budget: $9.2 M
Status: Completed

While common in offshore drilling, the new East Span is one of the first bridges to use large diameter battered piles in its foundations. To minimize project risks and build industry knowledge, a pile installation demonstration project was initiated to prove the efficacy of the proposed technology and methodology. The demonstration was highly successful and helped result in zero contract change orders or claims for pile driving on the project.

H Existing Bridge Demolition

Contractor: TBD
Approved Capital Outlay Budget: $239.2 M
Status: In Design

Design work on the contract will start in earnest as opening of the new bridge to traffic approaches.

New YBI Electrical Substation

I Electrical Cable Relocation

Contractor: Manson Construction
Approved Capital Outlay Budget: $9.6 M
Status: Completed

A submerged cable from Oakland that is close to where the new bridge will touch down supplies electrical power to Treasure Island. To avoid any possible damage to the cable during construction, two new cables were run from Oakland to Treasure Island to replace the existing cable. The extra cable was funded by the Treasure Island Development Authority and its future development plans.

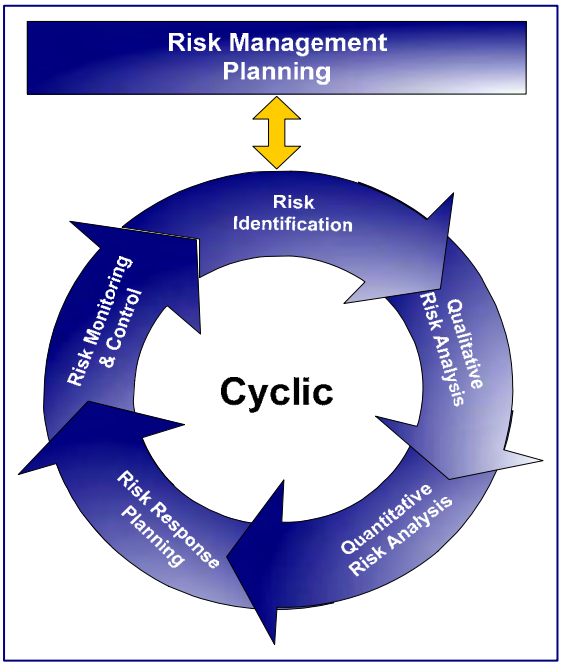
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Risk Management Program Update

Assembly Bill (AB) 144 states that Caltrans must "regularly reassess its reserves for potential claims and unknown risks, incorporating information related to risks identified and quantified through its risk assessment processes." AB 144 set a $900 million Program Reserve (also referred to as the Program Contingency). The Program Contingency is currently at $740.3 million according to the TBPOC Approved Budget, unchanged from the previous quarter.

The Risk Management Process

Caltrans' approved risk management plan provides for a systemic and continuous process of identifying, analyzing, and responding to project and program



risks. Risk management plan implementation provides for maximizing the probability and consequences of positive events and minimizing the probability and consequences of adverse events to project objectives (e.g., cost, schedule and quality). Each element of the risk management process is shown in the Figure 1, above, and explained below. The risk management cyclic process is performed on a quarterly basis and encompasses all identified risks related to the contracts, program, corridor, capital outlay, capital outlay support, and schedule.

1. Risk Management Planning – deciding how to approach, plan and execute the risk management activities for the project.
2. Risk Identification – determining which risks might affect the project and documenting their characteristics.
3. Qualitative Risk Analysis – prioritizing risks for subsequent further analysis or action by assessing and combining their probability and impacts.
4. Quantitative Risk Analysis – analyzing numerically the effect of identified risks on overall project objectives.
5. Risk Response Planning – developing options and actions to enhance opportunities and to reduce impact to project objectives.
6. Risk Monitoring and Control – tracking identified risks, monitoring residual risks, identifying new risks, executing risk response plans, and evaluating their effectiveness throughout the project life cycle.

Although the risk management processes above are presented as discreet elements with well-defined interfaces, in practice they often overlap and interact with each other.

What Risk Management Does and Does Not Include

Risk management addresses risks that may affect its defined project objectives such as cost, time, scope and quality. Given a project plan, risk management generally looks at ways in which the project may not go according to plan. Risk management focuses on the defined project scope and objectives, and therefore does not include 1) risks or possible decisions that may "kill" the project -- if the project ceases to exist, there are no risks to manage. For example, risk management does not include risks such as the loss of funding, natural disaster that destroys all or part of the construction or acts of governments, and 2) risks or possible decisions that may materially change the project -- if the project objectives are changed substantially, risk management will start afresh on the "new" project. For example, the YBI Detour contract

Segment 1AA under Fabrication

was materially changed by the addition several YBITS1 project foundations by contract change order as well as certain design enhancements that were made to the east and west "tie-ins" of the YBI Detour structure. The risks of such decisions were not in the risk register of the original contract. In a nutshell, risk management is confined to quantifying risks that are intended to be covered by project and program contingency.

About "Risk" and "Opportunity"

The concept of risk can include both upside as well as downside impacts. This means that the word "risk" can be used to describe uncertainties, which if they occurred, would have a negative or harmful effect, and the same word can also describe uncertainties, which if they occurred, would be helpful. In short, there are two sides to risk -- threats and opportunities. A risk that has no threat is a "pure opportunity." It is simply an unplanned good thing which might happen. For example, a new design method might be released, which we can apply to benefit our project. Opportunity is the inverse of threat if a risk has both threat and opportunity. Where a risk variable exists on a continuous scale and there is uncertainty over the eventual outcome, instead of just defining the risk as the downside it might also be possible to consider upside potential. For example, if we have included escalation at 5 percent in our budget for future contracts and this rate could range from say 3 to 7 percent depending on economic conditions at the time of advertisement, we have an opportunity in the 3 to 5 percent range and a threat in the 5 to 7 percent range. Opportunity and threat exist in the one risk. If the budget were based on 7 percent escalation we would have only opportunity. If based on 3 percent we would have only threat. Threat and opportunity can also depend on how we define the risk. For example, if the risk is that an external agency may relax its requirements and this saves us money relative to what we have budgeted currently in our plan, this is an opportunity. If the risk is defined as the agency may tighten its requirements and this adds to our costs, this is a threat. We can only separate the opportunity and threat if we are certain that the agency may act only one way and not the other. If the risk is that the agency may change its requirements, we could have impacts that range from positive to negative. We would have both opportunity and threat in the same risk, and the degree of each would depend on what we have budgeted in our plan. Uncertainty in the cost of major contract change orders is another example of opportunity. If we enter an estimate into the change order log and the final outcome could range from less than the estimate to more than the estimate, we have both an opportunity and a threat. The degree of opportunity and threat depends on where the estimate lies within the range.

Risk Management for Projects in Design and Construction

Projects in design have the greatest potential for opportunities, because the project is still open to changes. Risk reduction and avoidance are opportunities, as are value analysis, constructability reviews and innovations in design, construction methods and materials. Once a project enters construction, the project objectives (scope, time and cost) are fixed contractually. Any changes are made using a contract change order. The only opportunity to save money or time is from a negative change order such as resulting from a cost reduction incentive proposal by the Contractor. Otherwise, change orders add cost and/or time to the project. So, the prime opportunity during construction is to reduce or eliminate risks.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Risk Management Program Update (cont.)

Existing East Span of San Francisco-Oakland Bay Bridge

RISK MANAGEMENT DEVELOPMENTS IN THE 4TH QUARTER OF 2008

The approved risk management plan provides for reporting quantitative cost risk results and other risk management information from the previous quarter. Described below are the main risk management developments and updated quantitative cost risk results for the 4th Quarter of 2008.

SAS Contract

Some of the main risk management developments on the SAS contract during the 4th Quarter of 2008 are:

a. "Green Tag" Process: This enhanced quality control and quality assurance process continues to prove successful in documenting quality welds and mitigating schedule and cost risks. The green tag process has resulted in enhanced coordination of quality control and assurance earlier in the fabrication process.

b. Welding Acceptance Criteria: A contract change order providing revised acceptance criteria for welding was submitted to the Contractor. This change order mitigates schedule and cost risk by clearly providing a baseline for welding quality control, quality assurance, and acceptance criteria, while taking into account the Contractor's means and methods.

c. Orthotropic Box Girder (OBG) Tack Weld Issue: The proposed technical resolution of this issue was presented to the Seismic Peer Review Team (SPRT). The SPRT concurred with the proposed technical resolution and it is currently being implemented. This solution provides an exhaustive fit for purpose design assessment and greatly mitigates cost and schedule risk.

d. Administrative Resolution of Prior Fabrication Issues: Preliminary discussions have been held with the Contractor in an attempt to address the administrative resolution of fabrication issues to date. Discussions will continue in the 1st Quarter of 2009. Talks will focus on the administrative resolution of several contract change orders related to fabrication. Resolution of such administrative issues at the earliest possible time will mitigate cost risk.

e. Cable Issues: The Cable Engineering Risk Management (CERM) team continues to engage international experts to help resolve the complex cable engineering and geometry issues. The SAS main cable geometry depends on the weight of the OBG and the suspender loads. The CERM team has recommended that additional cables bands and cable brackets be procured to cover all potential geometry variations that may occur where the cable interacts with the deck. Team China will be measuring as-fabricated thicknesses of structural steel to validate theoretical models. The CERM team is also looking at and resolving potential spatial conflicts and issues related to cable rotation during installation of the cable bands and suspenders.

Corridor Schedule

During the 4th Quarter of 2008, the SAS Contractor estimated that various OBG and tower fabrication operations were potentially 13 months behind the Contractor's original schedule and indicated that about six months could conceivably be recovered. Caltrans and the SAS Contractor initiated a joint effort to review the schedule and develop mitigating actions. The parties addressed in principle approximately six months of the potential 13 month period. The

Contractor will engage its fabricator and provide incentives and disincentives for new delivery dates. It is anticipated that the fabricator will utilize additional shop space at their facility to advance this work. Caltrans and the Contractor (and its fabricator) will continue to negotiate with the anticipation of a contract change order being issued prior to the end of the 1st Quarter of 2009. This is a preliminary step in an attempt to recover schedule and maintain previous commitments to bridge opening dates. The TBPOC and the SAS Contractor's management team requested that an effort be made to jointly develop a proposed accelerated schedule (Opportunity Schedule). The Opportunity Schedule will be a joint effort that will include teams comprised of members of the Department, the Contractor, designer, and other stakeholders. The kick-off meeting is anticipated in early January. Joint Caltrans and Contractor teams are being established to investigate potential mitigating actions for fabrication, steel erection, cable installation and mechanical/electrical/piping phases of the project.

YBI Detour Contract

Some of the main risk management developments in the 4th Quarter of 2008 on the YBI Detour contract are:

a. East Tie-In: Collaborative on-site meetings at the different fabrication facilities between the Caltrans construction team, design team, and the Contractor have resolved many issues that might have caused significant delay in the traffic switch schedule.
b. West Tie-In: The design team's concrete specialist continues developing high performance concrete to accelerate the closure pour which will help ensure that the Bay Bridge can be returned to service as soon as possible during the traffic switch weekend.
c. Demolition: The project team continues to assess a new strategy to allow demolition work to proceed on all spans after the traffic switch instead of demolishing the bridge one span at a time. The new approach helps protect the access road to the Coast Guard Station while the demolition work is in progress. The project team is also reassessing the cost/benefits to determine if added value could be realized by bidding this work on the YBITS1 project.

Oakland Touchdown Westbound (OTD1) Contract

Some of the main risk management developments on the OTD1 contract during the 4th Quarter of 2008 are:

a. In order to mitigate corridor schedule and cost risks, the decision was made to implement OTD1 mechanical-electrical-plumbing work on the SAS contract by contract change order.
b. Notice of Potential Claim No. 8 for Integrated Shop Drawings (ISDs) impacts has been resolved to the satisfaction of all parties.
c. The Department and the Contractor are working closely to resolve any remaining structural and mechanical/electrical conflicts at highly congested areas to complete the ISDs.

YBI Transition Structure (YBITS1) Contract

Some of the main risk management developments on the YBITS1 contract during the 4th Quarter of 2008 are:

a. The contract bid opening date has been changed to July 14, 2008 to more closely match the adjacent contracts' schedules. This will optimize the YBITS1 work schedule and minimize schedule and cost risk both to the YBITS1 contract and the corridor.
b. Based on the Skyway and OTD1 risk identification and response, options to begin ISDs during design are being evaluated.
c. The contract specifications team is working on the location and specifications of the "Working Drawing Campus," to be issued by addendum. This specification provides for the collocation of Contractor and designer forces in the resolution of working drawing issues and will mitigate cost and schedule risk.

ADEQUACY OF PROGRAM CONTINGENCY

Potential Draw on Program Contingency

Each contract in design has an assigned contingency allowance. A contract in construction has a remaining contingency, which is the difference between its budget and the sum of bid items, state furnished materials, contract change orders and remaining supplemental work. Capital outlay support has no identified contingency allowance. The total of the contingencies is the amount that is available to cover the risks of all contracts, program risks, and capital outlay support risks. The amount by which the sum of all risks exceeds the total of all contingencies represents a potential draw on the Program Contingency (Reserve).

As of the end of the fourth quarter of 2008, the 50 percent probable draw on Program Contingency is $611 million, an increase of $27 million over the previous quarter, as shown in Figure 2 below. This increase was primarily driven by accelerated YBI Detour work to achieve traffic switch on Labor Day weekend of 2009 and project completion in April of 2010. The potential draw ranges from about $450 million to $750 million. The Program Contingency is sufficient to cover identified risks but there is a small probability that the potential draw could exceed the Program Contingency balance. Ongoing risk mitigation actions are being continuously developed and implemented to reduce the potential draw on the Program Contingency.

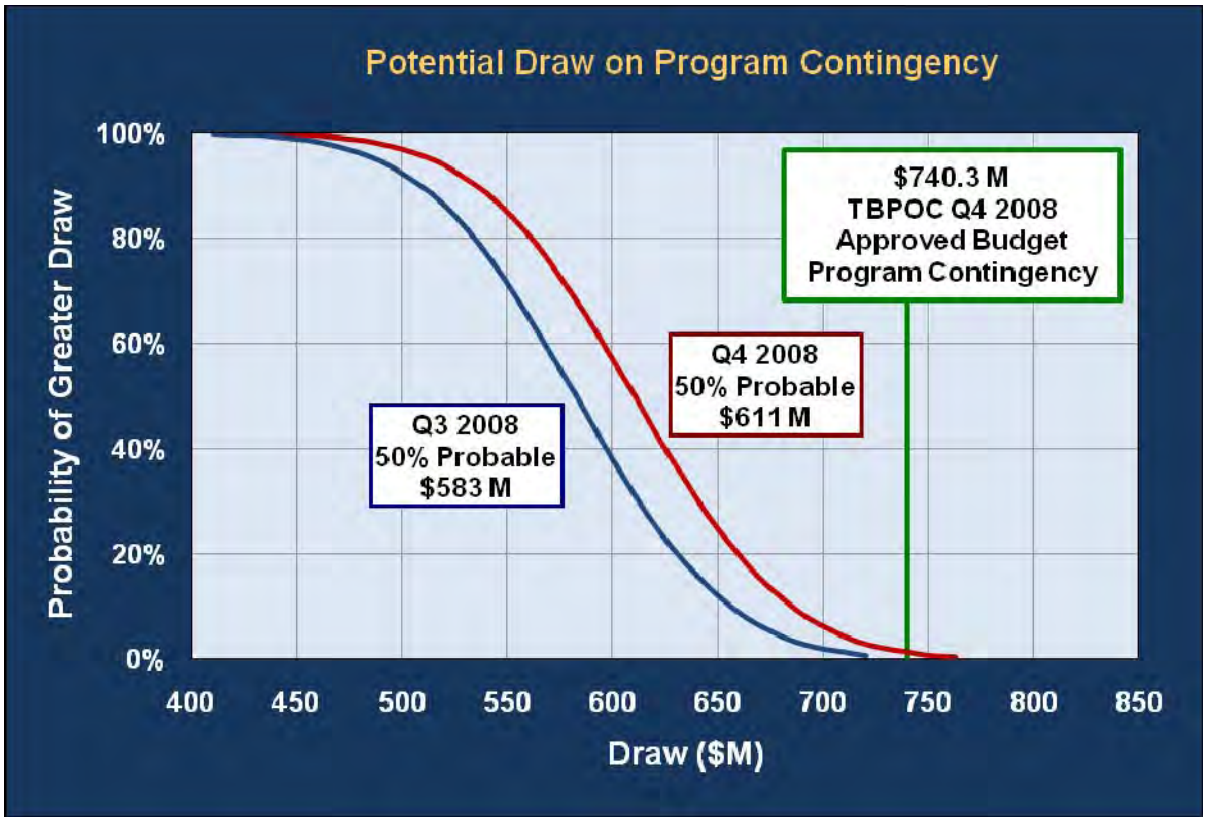


FIGURE 2 – POTENTIAL DRAW ON PROGRAM CONTINGENCY

The curve in Figure 2 can be used to directly read off the probability of exceeding any value of cost. For example, there is about an 80 percent chance that the potential draw on Program Contingency (Reserve) will exceed $560 million while there is only about a 20 percent chance that it will exceed $660 million. Note that although the curve appears to reach a zero probability of overrun at about $750M, there is still less than a 1% chance of some cost greater than $750M. Note that the curve does not include risks or possible decisions that may materially change or "kill" the project. The $740.3 million TBPOC 4th Quarter of 2008 Approved Budget Program Contingency is sufficient to cover identified risks. Ongoing risk mitigation actions will continue to be developed and implemented to reduce the potential draw on Program Contingency.

Overview of SFOBB East Span Progress

Yerba Buena Island Transition Structures Advanced Work

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Other Completed Projects

The State Legislature in the 1990s identified seven of the nine state-owned toll bridges for seismic retrofit. In addition to the San Francisco-Oakland Bay Bridge, these included the Benicia-Martinez, Carquinez, Richmond-San Rafael and San Mateo-Hayward bridges in the Bay Area, and the Vincent Thomas and Coronado bridges in Southern California. Other than the East Span of the Bay Bridge, the retrofits of all the bridges have been completed as planned.

High-Rise Section of San Mateo-Hayward Bridge

San Mateo-Hayward Bridge Seismic Retrofit Project
Project Status: Completed 2000

The San Mateo-Hayward Bridge seismic retrofit project focused on the strengthening of the high-rise portion of the span. The foundations of the bridge were significantly upgraded with additional piles.

1958 Carquinez Bridge (foreground) with the 1927 Span (middle) under Demolition and the New Alfred Zampa Memorial Bridge (background)

1958 Carquinez Bridge Seismic Retrofit Project
Project Status: Completed 2002

The eastbound 1958 Carquinez Bridge was retrofitted in 2002 with additional reinforcement of the cantilever thru-truss structure.

1962 Benicia-Martinez Bridge Seismic Retrofit Project
Project Status: Completed 2003

The southbound 1962 Benicia-Martinez Bridge was retrofitted to “Lifeline” status with the strengthening of the foundations and columns and the addition of seismic bearings that allow the bridge to move during a major seismic event. The Lifeline status means the bridge is designed to sustain minor to moderate damage after an event and to reopen quickly to emergency response traffic.

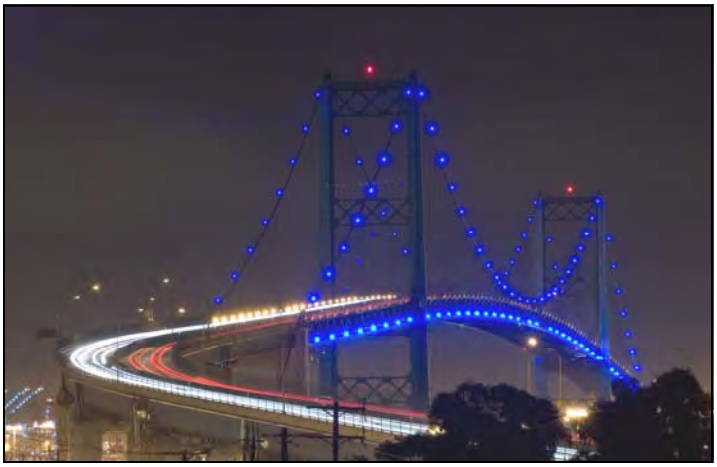
1962 Benicia Martinez Bridge (right)

Richmond-San Rafael Bridge Seismic Retrofit Project
Project Status: Completed 2005

The Richmond-San Rafael Bridge was retrofitted to a “No Collapse” classification to avoid catastrophic failure during a major seismic event. The foundations, columns, and truss of the bridge were strengthened, and the entire low-rise approach viaduct from Marin County was replaced.

Richmond-San Rafael Bridge

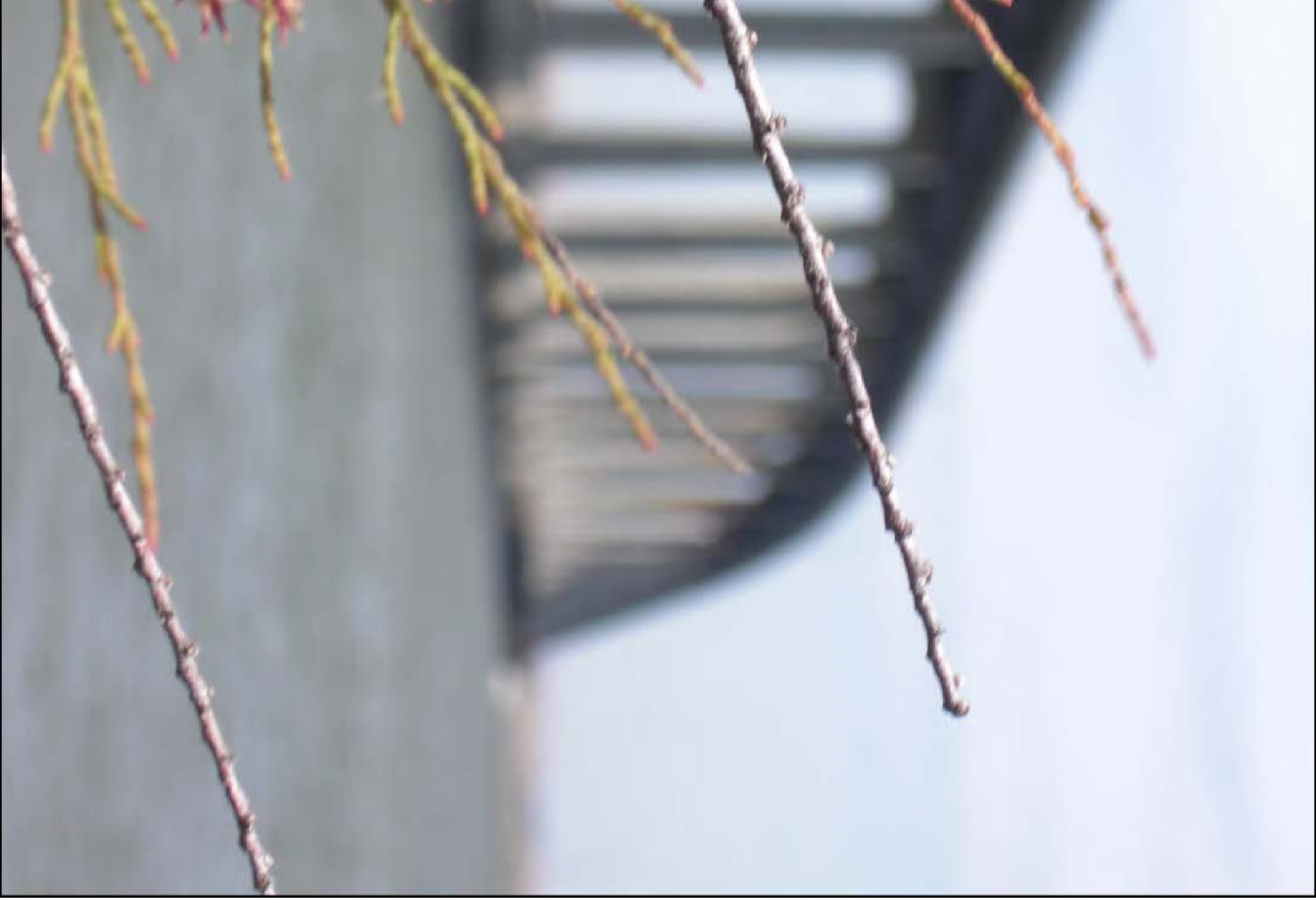
Los Angeles-Vincent Thomas Bridge Seismic Retrofit Project
Project Status: Completed 2000



Vincent Thomas Bridge

San Diego-Coronado Bridge Seismic Retrofit Project
Project Status: Completed 2002

San Diego-Coronado Bridge



Seismic Retrofit of the Dumbarton and Antioch Bridges

SEISMIC RETROFIT OF DUMBARTON AND ANTIOCH BRIDGES

Dumbarton Bridge Seismic Retrofit Project

Project Status: In Design

The Dumbarton Bridge was opened to traffic in 1982 linking the cities of Newark in Alameda County and East Palo Alto in San Mateo County. The 1.6-mile long bridge carries average daily traffic of nearly 60,000 vehicles over its six lanes and has an eight-foot bicycle/pedestrian lane to the south.

Though located between the San Andreas and Hayward faults, the Dumbarton Bridge was not included in the Toll Bridge Seismic Retrofit Program based on evaluations made in the 1990s that concluded the bridge did not warrant retrofitting. The bridge has since been reevaluated for seismic vulnerability based on more recent seismic engineering, which has shown the bridge to be susceptible to damage from a major earthquake.

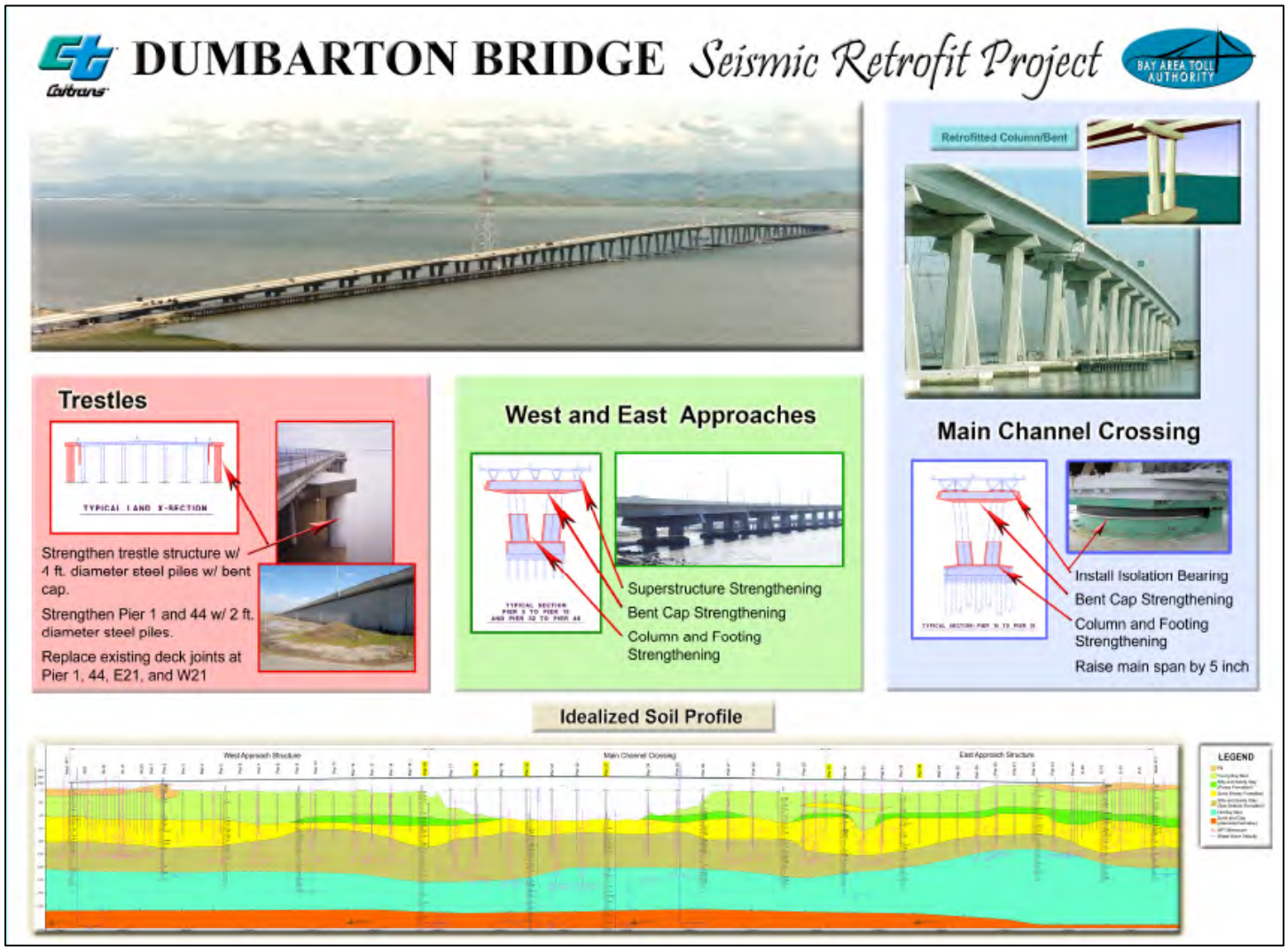
Mock-up of Dumbarton Pier Columns Undergoing Seismic Testing

Existing Dumbarton Bridge Looking East towards the Alameda County Foothills

Based on the vulnerability studies and a follow-up sensitivity analysis of seismic risk, Caltrans and BATA decided to take steps towards retrofitting the Dumbarton bridge, even though full funding for the project has not yet been identified. Using BATA toll bridge rehabilitation funding, a comprehensive seismic analysis of the bridge has commenced. This includes detailed geotechnical and geophysical investigations at the bridge and the development of a seismic retrofit strategy and design plans.

The current retrofit strategy for the Dumbarton Bridge includes superstructure and deck modifications, plus strengthening of the over-land approach slab structures. Additional activities are identified in the attached diagram. The results of the seismic analysis and proposed retrofit strategy have been presented to the Toll Bridge Seismic Safety Peer Review Panel.

Status: Complete plans and specifications are expected by the end of the year. Advertisement of the project is planned for 2010: however, it may be postponed due to delayed environmental permits for the project. The estimated cost of the Dumbarton Bridge seismic retrofit is $637 million. Full funding for the retrofit work has not yet been identified; however, State Assemblyman Tom Torlakson is sponsoring Assembly Bill 1175 to amend the Toll Bridge Seismic Retrofit Program (TBSRP) to incorporate and fund the Antioch and Dumbarton bridge retrofits.



Seismic Retrofit Strategy Summary for Dumbarton Bridge

SEISMIC RETROFIT OF DUMBARTON AND ANTIOCH BRIDGES

Antioch Bridge Seismic Retrofit Project

Project Status: In Design

Serving the Delta region of the Bay Area, the Antioch Bridge takes State Route 160 traffic over the San Joaquin River linking eastern Contra Costa County with Sacramento County. The current bridge was opened in 1978 with one lane in each direction and carries an average of over 10,000 vehicles a day. Approximately 1.8 miles long, the bridge is a steel girder support roadway on reinforced concrete columns and foundations.

Like the Dumbarton Bridge, the Antioch bridge was not included in the Toll Bridge Seismic Retrofit Program based on evaluations made in the 1990s that concluded that the bridge did not warrant retrofitting. The Antioch bridge has since been reevaluated for seismic vulnerability based on more recent seismic engineering, which has shown the bridge to be susceptible to damage from a major earthquake.

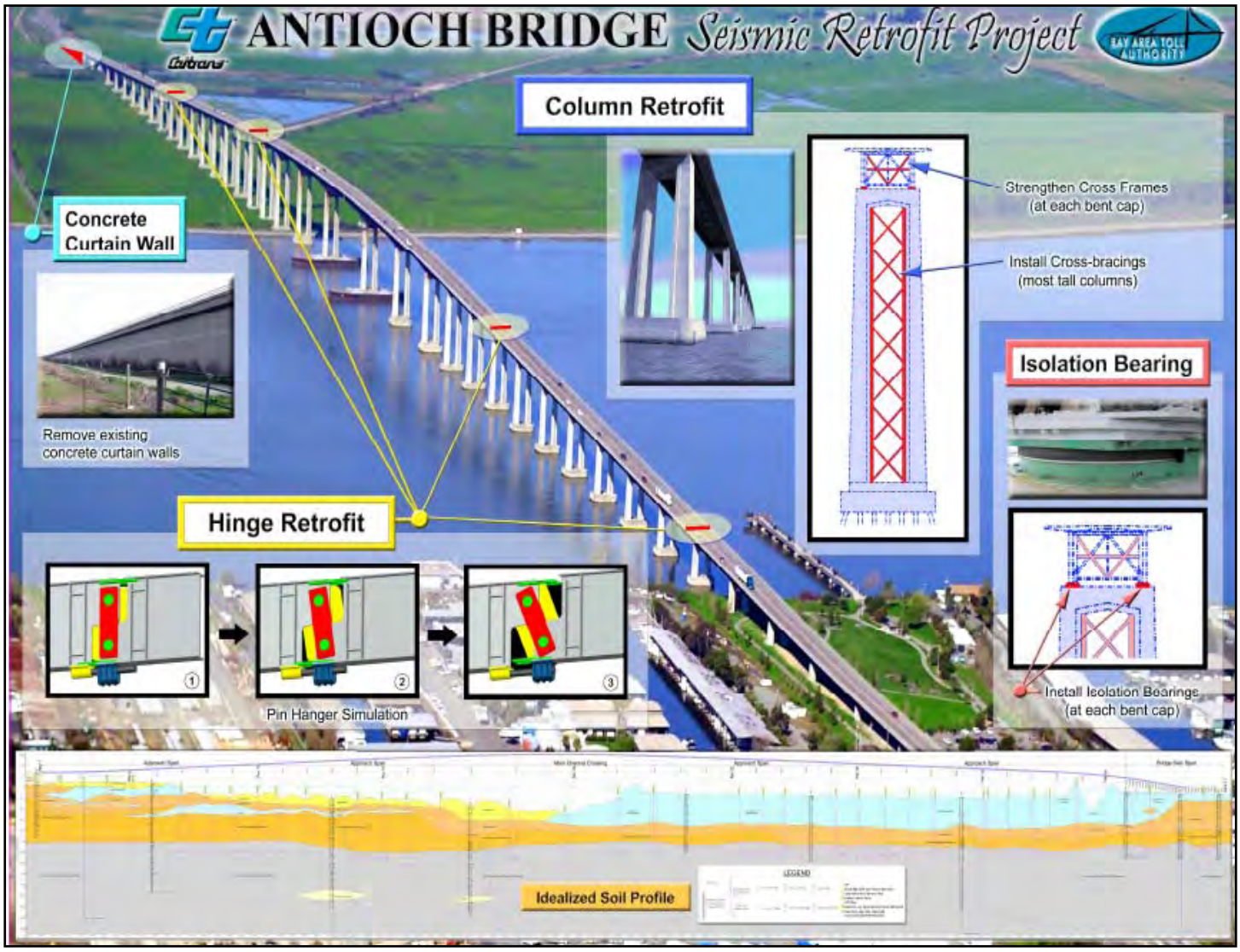
Based on the vulnerability studies and a follow-up sensitivity analysis of seismic risk, Caltrans and BATA decided to take steps towards the retrofitting the Antioch Bridge, even though full funding for the project has not yet be identified. Using BATA toll bridge rehabilitation funding, a comprehensive seismic analysis of the bridge has commenced. This analysis includes detailed geotechnical and geophysical investigation at the bridge and the development of a seismic retrofit strategy and design plans.

The current retrofit strategy for the Antioch Bridge includes relatively minor modifications to the approach structure on Sherman Island, addition of isolation bearings, strengthening of the columns, and hinge retrofits. The results of the seismic analysis and proposed retrofit strategy have been presented to the Toll Bridge Seismic Safety Peer Review Panel.

Antioch Bridge

Status: Complete plans and specifications are expected by the end of the year. Advertisement of the project is planned for 2010; however, it may be postponed due to delayed environmental permits for the project. The estimated cost of the Antioch Bridge seismic retrofit is $313 million. Full funding for the retrofit work has not yet been identified; however, State Assemblyman Tom Torlakson is sponsoring Assembly Bill 1175 to amend the Toll Bridge Seismic Retrofit Program (TBSRP) to incorporate and fund the Antioch and Dumbarton bridge retrofits.

Sample of Lower Half of Isolation Bearing and Slider Used on Benicia Bridge Seismic Retrofit Project



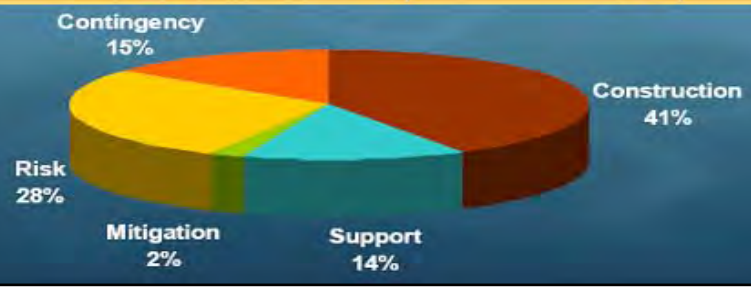
Seismic Retrofit Strategy Summary for Antioch Bridge

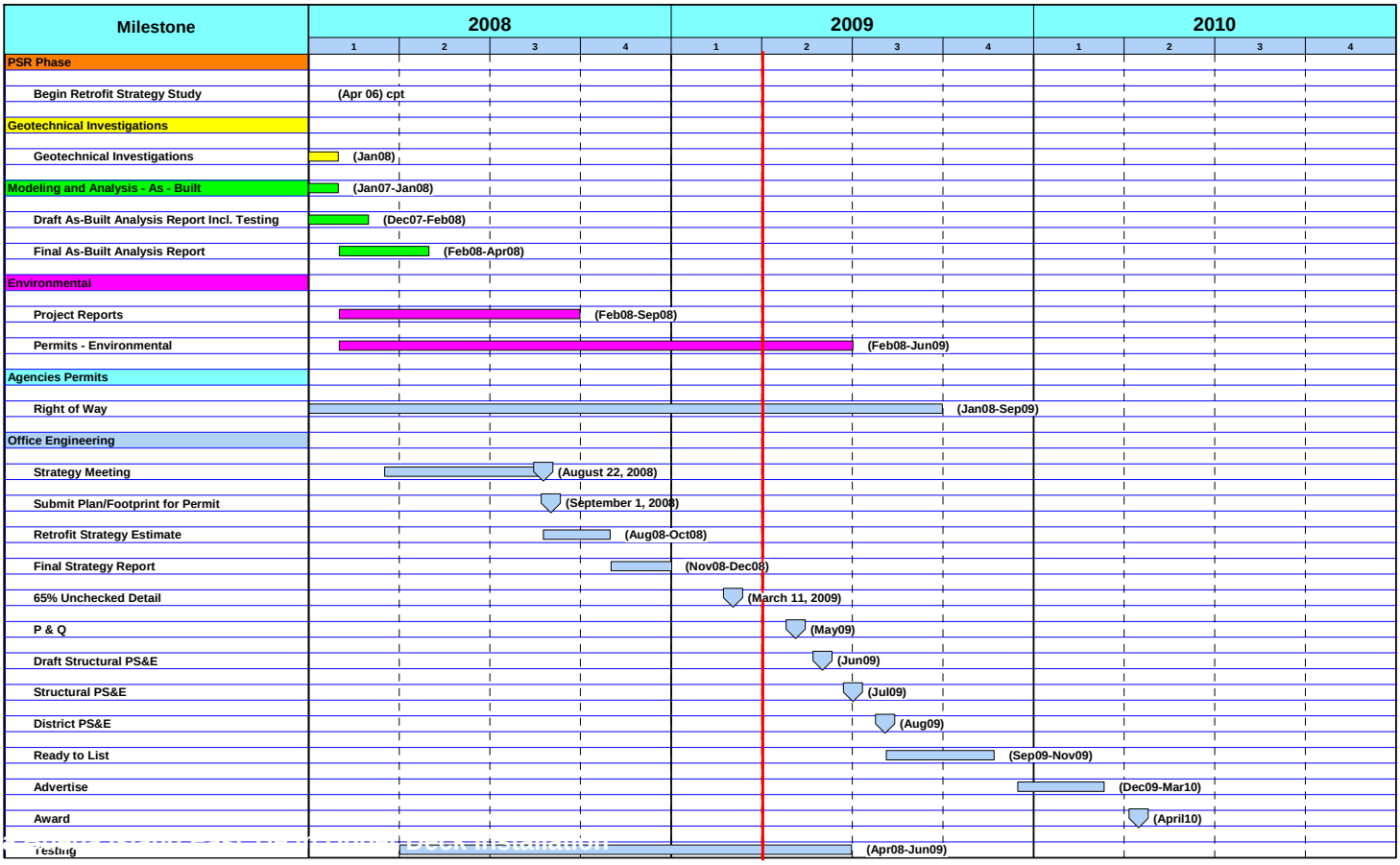
Seismic Retrofits of Dumbarton and Antioch Bridges

Project Cost and Schedule Summaries

Total Project Estimate - $950 Million

Description	Antioch ($ Millions)	Dumbarton ($ Millions)
CONSTRUCTION COST (ESCALATION TO MID YEAR OF CONSTRUCTION)	$125	$267
CONTINGENCIES	44	94
SUBTOTAL CAPITAL COSTS	169	361
SUPPORT COSTS	39	95
MITIGATION COSTS	13	7
RISK COSTS	92	174
TOTAL COST ESTIMATE	$313	$637





Temporary Tower D Westbound Structural Framing and Truss

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

REGIONAL MEASURE 1 PROGRAM

New Benicia-Martinez Bridge Project

Project Status: New Bridge Completed 2007

The new Congressman George Miller Bridge opened to traffic in August 2007 taking its place alongside the existing 1962 Benicia-Martinez Bridge, which is named for Congressman Miller's father, the late George Miller, Jr. The new bridge carries five lanes of northbound Interstate 680 traffic, while the existing bridge is being upgraded to carry four lanes of southbound traffic and a new bicycle/pedestrian pathway.

Decades in the planning and construction, the new bridge is designed to a "Lifeline" seismic design standard, expected to be available for emergency response vehicles soon after a major seismic event. Constructed of lightweight concrete, the structure is one of the longest post-tensioned reinforced cast-in-place concrete bridges in the world. The new toll plaza, relocated from Benicia to Martinez, features the Bay Area's first FasTrak® express lanes, which vastly increase the throughput of vehicles using electronic toll collection.

New Benicia-Martinez Bridge Opened to Traffic in August 2007

1962 Benicia-Martinez Bridge Reconstruction Contract

Contractor: ACC/Top Grade, Joint Venture
Approved Capital Outlay Budget: $59.5 M
Status: 84% Complete

A two-year project to rehabilitate and reconfigure the original Benicia-Martinez Bridge began shortly after the opening of the new Congressman George Miller Bridge. The existing 1.2-mile roadway surface on the steel deck truss bridge is being modified to carry four lanes of southbound traffic (one more than before) - with shoulders on both sides - plus a bicycle/pedestrian path on the west side of the span that will connect to Park Road in Benicia and to Marina Vista Boulevard in Martinez.

Stage 1 – Reconstruction of East Side of Bridge and Approaches

Completed in August 2008, this stage involved removal of the old toll plaza on the Benicia side of the bridge, deck repairs on the east side of span, and repair of the roadway undulations on the southern approach just south of the Marina Vista interchange.

Mococo Bridge Jacking

Stage 2 – Reconstruction of West Side of Bridge and Approaches and Construction of Bicycle/Pedestrian Pathway

This stage began after southbound traffic was shifted from the west side of the bridge to the newly refurbished east side. It involves repairing the west side bridge deck, repairing undulations on the west side of the roadway in Martinez, demolishing obsolete I-680/I-780 interchange structures, realigning southbound Interstate 680 for four lanes, and construction of the barrier separating traffic lanes from the bicycle/pedestrian path.

Status: Remaining tasks include procurement and installation of the outside rail fence of the bridge pedestrians and bicycle path, rehabilitating the Vista Point parking lot, final paving and striping of the main line, and miscellaneous electrical activities. The work is currently three months ahead of schedule.

Benicia-Martinez Undulation Repair

Benicia-Martinez Undulation Repair

REGIONAL MEASURE 1 PROGRAM

Interstate 880/State Route 92 Interchange Reconstruction Project
Project Status: Under Construction

The Interstate 880/State Route 92 Interchange Reconstruction Project is the final project under the Regional Measure 1 Toll Bridge Program. Project completion fulfills a promise made to Bay Area voters in 1988 to deliver a slate of projects that help expand bridge capacity and improve safety on the bridges.

This corridor is consistently one of the Bay Area's most congested during the evening commute. This is due in part to the lane merging and weaving that is required by the existing cloverleaf interchange. The new interchange will feature direct freeway-to-freeway connector ramps that will increase traffic capacity and improve overall safety and traffic operations in the area. With the new direct connector ramps, drivers coming off the San Mateo-Hayward Bridge can access Interstate 880 without having to compete with traffic headed onto east Route 92 from south Interstate 880 (see progress photos on pages 80 and 81).

Future Interstate 880/State Route 92 Interchange (as simulated) Looking West towards San Mateo.

Interstate 880/State Route 92 Interchange Reconstruction Contract

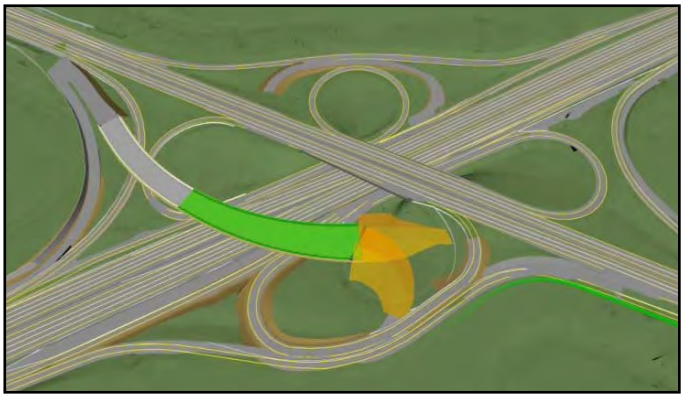
Contractor: Flatiron/Granite
Approved Capital Outlay Budget: $155.0 M
Status: 47% Complete

Site Preparation or New Route 92 and Interstate 880 Separator

Stage 1 – Construct East Route 92 to North Interstate 880 Connector

The new east Route 92 to north Interstate 880 connector (ENCONN) is the most critical flyover structure for relieving congestion in the corridor. The ENCONN will be first used as a detour to allow for future stages of work, while keeping traffic flowing.

Status: ENCONN was completed and opened to detour traffic on May 16, 2009.

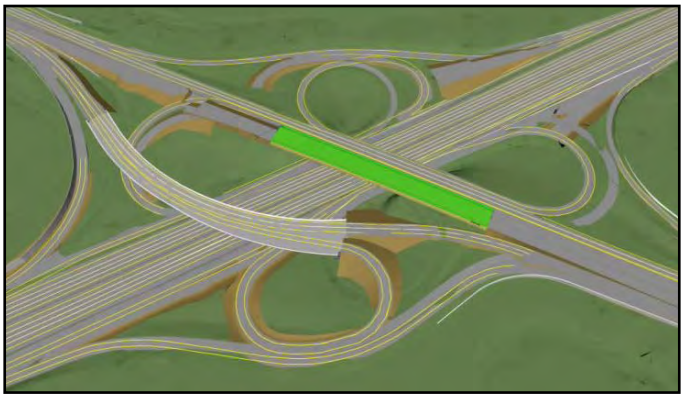


Stage 1 - Construct East Route 92 to North Interstate 880 Direct Connector

Stage 2 – Replace South Side of Route 92 Separation Structure

By detouring eastbound Route 92 traffic onto ENCONN, the existing separation structure that carries SR-92 over I-880 can be replaced. The separation structure needs to be elevated to accommodate east Route 92 to north Interstate 880 traffic under it without a loop alignment. The existing structure will be cut lengthwise, and then demolished and replaced separately. In this stage, the south side of the structure will be replaced, while west Route 92 and south Interstate 880 to east Route 92 traffic will stay on the remaining structure.

Status: Work on the demolition of the existing separation structure has started.

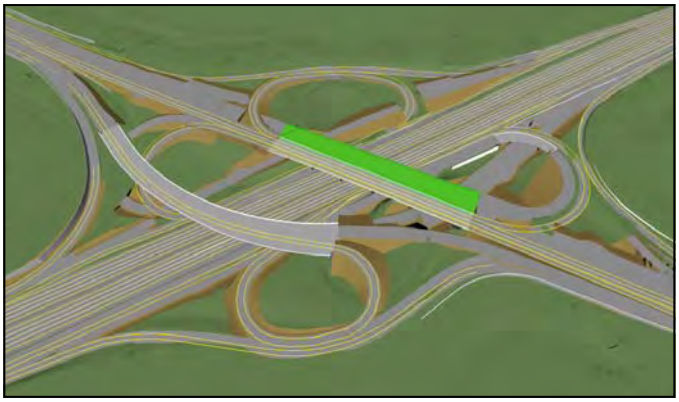


Stage 2 - Demolish and Replace South Side of Route 92 Separation Structure

Stage 3 – Replace North Side Route 92 Separation Structure

Upon completion of Stage 2, the existing north side of the separation structure will be demolished and replaced. Its traffic will then be shifted onto the newly reconstructed south side.

Status: Pending Stage 2.

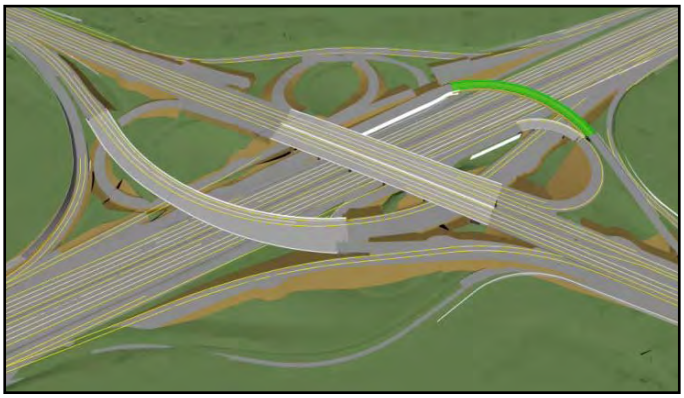


Stage 3 - Demolish and Replace North Side of Route 92 Separation Structure

Stage 4 – Final Realignment and Other Work

Upon completion of the Route 92 separation structure, east Route 92 traffic can be shifted onto its permanent alignment from the new ENCONN and directly under the new separation structure. Along with the ENCONN and Route 92 separation structures, several soundwalls, a pedestrian overcrossing on I-880 at Eldridge Avenue and other ramps and structures will also be reconstructed as part of this project.

Status: The soundwalls in the northwest and southwest quadrants of the interchange are complete. Work continues on walls in the southeast and northeast quadrants, as well as on the pedestrian overcrossing. Final realignment is pending Stage 3.



Stage 4 - Final Realignment and Other Work

REGIONAL MEASURE 1 PROGRAM

Other Completed Projects

San Mateo-Hayward Bridge Widening Project
Project Status: Completed 2003

Widening of the San Mateo-Hayward Bridge Trestle on Left

This project expanded the low-rise concrete trestle section of the San Mateo-Hayward Bridge to allow for three lanes in each direction to match the existing configuration of the high-rise steel section of bridge.

Richmond-San Rafael Bridge Rehabilitation Projects
Project Status: Completed 2006

Two major rehabilitation projects for the Richmond-San Rafael Bridge were funded and completed:
(1) replacement of the western concrete approach trestle and ship-collision protection fender system; and
(2) rehabilitation of deck joints and resurfacing of the bridge deck.

In 2005, along with the seismic retrofit of the bridge, the trestle and fender replacement work was completed as part of the same project. Under a separate contract in 2006, the bridge was resurfaced with a polyester concrete overlay along with the repair of numerous deck joints.

New Richmond-San Rafael Bridge West Approach Trestle under Construction

Richmond Parkway Construction Project
Project Status: Completed 2001

The final connections to the Richmond Parkway from Interstate 580 near the Richmond-San Rafael Bridge were completed in May 2001.

New Alfred Zampa Memorial (Carquinez) Bridge Soon after Opening to Traffic with Crockett Interchange Still under Construction.

New Alfred Zampa Memorial (Carquinez) Bridge Project
Project Status: Completed 2003

The new western span of the Carquinez Bridge, which replaced the original 1927 span, is a twin-towered suspension bridge with three mixed-flow lanes, a new carpool lane, shoulders and a bicycle and pedestrian pathway.

Bayfront Expressway (State Route 84) Widening Project
Project Status: Completed 2004

This project expanded and improved the roadway from the Dumbarton Bridge touchdown to the U.S. 101/Marsh Road interchange by adding additional lanes and turn pockets and improving bicycle and pedestrian access in the area.

Yerba Buena Island East Tie In Upper Deck Installation

APPENDICES

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures Through May 31, 2009

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (05/2009)	Cost To Date (05/2009)	Cost Forecast (05/2009)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	-	959.3	726.3	1,173.8	214.5
Capital Outlay Construction	4,492.2	218.8	4,711.0	2,887.6	5,014.4	303.4
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	215.5	5,702.1	3,614.6	6,195.9	493.8
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	116.1	120.0	-
Capital Outlay Construction	309.0	41.7	350.7	322.8	350.7	-
Total	429.0	41.7	470.7	438.9	470.7	-
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	227.2	232.9	-
Total	307.9	-	307.9	302.0	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	667.5	689.5	-
Total	914.0	(97.5)	816.5	794.2	816.5	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
Total	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal Capital Outlay Support	1,433.1	(7.0)	1,426.1	1,188.5	1,640.6	214.5
Subtotal Capital Outlay	6,286.8	170.0	6,456.8	4,576.9	6,760.2	303.4
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	24.7	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	159.7	7,944.7	5,790.8	8,438.5	493.8
Programatic Risk	-	-	-	-	117.2	117.2
Program Contingency	900.0	(159.7)	740.3	-	129.3	(611.0)
Total Toll Bridge Seismic Retrofit Program	8,685.0	-	8,685.0	5,790.8	8,685.0	-

Note: Details may not sum to totals due to rounding effects.

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures Through May 31, 2009

Bridge	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of May 2009 See Note (1)	Estimated Costs not yet Spent or Encumbered as of May 2009	Total Forecast as of May 2009
a	b	c	d	e	f = d + e
Other Completed Projects					
Capital Outlay Support	144.9	144.9	144.6	0.3	144.9
Capital Outlay	472.6	472.6	472.6	0.1	472.7
Total	617.5	617.5	617.2	0.4	617.6
Richmond-San Rafael					
Capital Outlay Support	134.0	127.0	126.7	0.3	127.0
Capital Outlay	698.0	689.5	674.8	14.7	689.5
Project Reserves	82.0	-	-	-	-
Total	914.0	816.5	801.5	15.0	816.5
West Span Retrofit					
Capital Outlay Support	75.0	75.0	74.8	0.2	75.0
Capital Outlay	232.9	232.9	232.7	0.2	232.9
Total	307.9	307.9	307.5	0.4	307.9
West Approach					
Capital Outlay Support	120.0	120.0	116.6	3.4	120.0
Capital Outlay	309.0	350.7	342.9	7.8	350.7
Total	429.0	470.7	459.5	11.2	470.7
SFOBB East Span -Skyway					
Capital Outlay Support	197.0	181.0	181.5	(0.4)	181.1
Capital Outlay	1,293.0	1,254.1	1,412.1	(158.0)	1,254.1
Total	1,490.0	1,435.1	1,593.6	(158.4)	1,435.2
SFOBB East Span -SAS- Superstructure					
Capital Outlay Support	214.6	214.6	154.3	226.4	380.7
Capital Outlay	1,753.7	1,753.7	1,649.6	331.5	1,981.1
Total	1,968.3	1,968.3	1,803.9	557.9	2,361.8
SFOBB East Span -SAS- Foundations					
Capital Outlay Support	62.5	41.0	37.6	1.0	38.6
Capital Outlay	339.9	307.3	308.7	(1.4)	307.3
Total	402.4	348.3	346.3	(0.4)	345.9
Small YBI Projects					
Capital Outlay Support	10.6	10.6	10.1	0.5	10.6
Capital Outlay	15.6	15.6	16.6	(0.9)	15.7
Total	26.2	26.2	26.7	(0.4)	26.3
YBI Detour					
Capital Outlay Support	29.5	66.0	65.0	20.5	85.5
Capital Outlay	131.9	442.2	442.4	84.3	526.7
Total	161.4	508.2	507.4	104.8	612.2
YBI - Transition Structures					
Capital Outlay Support	78.7	78.7	16.4	88.7	105.1
Capital Outlay	299.4	276.1	0.1	277.9	278.0
Total	378.1	354.8	16.5	366.6	383.1
Oakland Touchdown					
Capital Outlay Support	74.4	74.4	58.9	39.7	98.6
Capital Outlay	283.8	283.8	218.0	72.6	290.6
Total	358.2	358.2	276.9	112.3	389.2
East Span Other Small Project					
Capital Outlay Support	212.3	213.3	205.8	7.7	213.5
Capital Outlay	170.8	170.8	94.0	52.6	146.6
Total	383.1	384.1	299.8	60.3	360.1
Existing Bridge Demolition					
Capital Outlay Support	79.7	79.7	0.4	59.6	60.0
Capital Outlay	239.2	239.2	-	222.0	222.0
Total	318.9	318.9	0.4	281.6	282.0
Miscellaneous Program Costs	30.0	30.0	25.1	4.9	30.0
Total Capital Outlay Support (2)	1,463.2	1,456.2	1,217.8	452.8	1,670.6
Total Capital Outlay	6,321.8	6,488.5	5,864.5	903.4	6,767.9
Program Total	7,785.0	7,944.7	7,082.3	1,356.2	8,438.5

(1). Funds allocated to project or contract for Capital Outlay and Support needs includes Capital Outlay Support total allocation for FY 06/07.

(2). BSA provided a distribution of program contingency in December 2004 based on Bechtel Infrastructure Corporation input.
This column is subject to revision upon completion of Department's risk assessment update.

(3). Total Capital Outlay Support includes program indirect costs.

Note: Details may not sum to totals due to rounding effects.

Notes: * Budget for Richmond-San Rafael Bridge includes $16.9 million of deck joint rehabilitation work that is considered to be eligible for seismic retrofit program funding.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures Through May 31, 2009

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (05/2009)	Cost To Date (05/2009)	Cost Forecast (05/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	01202X						
Capital Outlay Support		197.0	(16.0)	181.0	181.1	181.1	0.1
Capital Outlay Construction		1,293.0	(38.9)	1,254.1	1,236.8	1,254.1	-
Total		1,490.0	(54.9)	1,435.1	1,417.9	1,435.2	0.1
East Span - SAS E2/T1 Foundations	0120EX						-
Capital Outlay Support		52.5	(21.5)	31.0	28.4	28.6	(2.4)
Capital Outlay Construction		313.5	(32.6)	280.9	275.0	280.9	-
Total		366.0	(54.1)	311.9	303.4	309.5	(2.4)
East Span - SAS Superstructure	0120FX						
Capital Outlay Support		214.6	-	214.6	152.6	380.7	166.1
Capital Outlay Construction		1,753.7	-	1,753.7	718.3	1,981.1	227.4
Total		1,968.3	-	1,968.3	870.9	2,361.8	393.5
SAS W2 Foundations	0120CX						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
Total		36.4	-	36.4	35.0	36.4	-
YBI South/South Detour	0120RX						
Capital Outlay Support		29.4	36.6	66.0	64.0	85.5	19.5
Capital Outlay Construction		132.0	310.2	442.2	329.0	526.7	84.5
Total		161.4	346.8	508.2	393.0	612.2	104.0
YBI Transition Structures (see notes below)	0120PX						
Capital Outlay Support		78.7	-	78.7	24.4	105.1	26.4
Capital Outlay Construction		299.3	(23.2)	276.1	-	278.0	1.9
Total		378.0	(23.2)	354.8	24.4	383.1	28.3
* YBI- Transition Structures Contract No. 1							
Capital Outlay Support					5.2	64.7	
Capital Outlay Construction					-	215.3	
Total					5.2	280.0	
* YBI- Transition Structures Contract No. 2							
Capital Outlay Support					2.8	23.4	
Capital Outlay Construction					-	59.4	
Total					2.8	82.8	
* YBI- Transition Structures Contract No. 3 Landscape							
Capital Outlay Support					-	1.0	
Capital Outlay Construction					-	3.3	
Total					-	4.3	
below)	01204X						
Capital Outlay Support		74.4	-	74.4	58.3	98.6	24.2
Capital Outlay Construction		283.8	-	283.8	171.5	290.6	6.8
Total		358.2	-	358.2	229.8	389.2	31.0
* OTD Submarine Cable	0120K4						
Capital Outlay Support					0.9	0.9	
Capital Outlay Construction					7.9	9.6	
Total					8.8	10.5	
* OTD No. 1 (Westbound)	0120L4						
Capital Outlay Support					33.6	53.3	
Capital Outlay Construction					163.6	214.6	
Total					197.2	267.9	
* OTD No. 2 (Eastbound)	0120M4						
Capital Outlay Support					3.0	20.8	
Capital Outlay Construction					-	62.0	
Total					3.0	82.8	
* OTD Electrical Systems	0120N4						
Capital Outlay Support					0.8	1.5	
Capital Outlay Construction					-	4.4	
Total					0.8	5.9	

Notes: YBI Transition Structures and Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support Costs.

Note: Details may not sum to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures Through May 31, 2009 (continued)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (05/2009)	Cost To Date (05/2009)	Cost Forecast (05/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Existing Bridge Demolition	01209X						
Capital Outlay Support		79.7	-	79.7	0.4	60.0	(19.7)
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
Total		318.9	-	318.9	0.4	282.0	(36.9)
YBI/SAS Archeology	01207X						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relocation	0120QX						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	0120GX						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
Total		18.1	-	18.1	17.7	18.1	-
Oakland Geofill	01205X						-
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	01208X						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	0120JX						
Capital Outlay Support		6.0	2.0	8.0	8.1	8.2	0.2
Capital Outlay Construction		15.0	3.3	18.3	16.7	18.3	-
Total		21.0	5.3	26.3	24.8	26.5	0.2
Right-of-Way and Environmental Mitigation	0120X9						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	51.1	72.4	-
Total		72.4	-	72.4	51.1	72.4	-
Sunk Cost - Existing East Span Retrofit	04343X & 04300X						
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
Total		162.6	(1.0)	161.6	145.8	161.6	-
Subtotal Capital Outlay Support		959.3	-	959.3	726.3	1,173.8	214.4
Subtotal Capital Outlay Construction		4,492.2	218.8	4,711.0	2,887.6	5,014.4	303.4
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total SFOBB East Span Replacement Project		5,486.6	215.5	5,702.1	3,614.6	6,195.9	493.8

Note: Details may not sum to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (05/2009)	Cost To Date (05/2009)	Cost Forecast (05/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project							
New Bridge	**00603_**						
Capital Outlay Support							
BATA Funding		84.9	6.9	91.8	91.7	91.8	-
Non-BATA Funding		-	0.1	0.1	0.1	0.1	-
Subtotal		84.9	7.0	91.9	91.8	91.9	-
Capital Outlay Construction				-			-
BATA Funding		661.9	94.6	756.5	753.8	756.5	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	94.6	766.6	763.9	766.6	-
Total		756.9	101.6	858.5	855.7	858.5	-
I-680/I-780 Interchange Reconstruction	**00606_**						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	30.1	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	36.4	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	26.9	81.6	77.1	81.6	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	26.9	103.2	98.8	103.2	-
Total		102.6	37.3	139.9	135.2	139.9	-
I-680/Marina Vista Interchange Reconstruction	**00605_**						
Capital Outlay Support		18.3	1.7	20.0	20.0	20.0	-
Capital Outlay Construction		51.5	4.9	56.4	56.1	56.4	-
Total		69.8	6.6	76.4	76.1	76.4	-
New Toll Plaza and Administration Building	**00604_**						
Capital Outlay Support		11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	25.1	26.3	-
Total		36.2	5.8	42.0	40.8	42.0	-
Existing Bridge & Interchange Modifications	**0060A_**						
Capital Outlay Support							
BATA Funding		4.3	13.5	17.8	15.8	17.8	-
Non-BATA Funding		-	0.9	0.9	0.8	0.9	-
Subtotal		4.3	14.4	18.7	16.6	18.7	-
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	27.6	50.0	-
Non-BATA Funding		-	9.5	9.5	-	9.5	-
Subtotal		17.2	42.3	59.5	27.6	59.5	-
Total		21.5	56.7	78.2	44.2	78.2	-
Other Contracts	**See note below**						
Capital Outlay Support		11.4	(2.3)	9.1	8.2	9.1	-
Capital Outlay Construction		20.3	3.3	23.6	16.9	23.6	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	17.0	20.3	-
Total		52.1	0.9	53.0	42.1	53.0	-
Subtotal BATA Capital Outlay Support		155.7	28.9	184.5	181.5	184.5	-
Subtotal BATA Capital Outlay Construction		829.9	164.5	994.4	956.6	994.4	-
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	17.0	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	6.2	7.6	7.2	7.6	-
Subtotal Non-BATA Capital Outlay Construction		31.7	9.5	41.2	31.8	41.2	-
Project Reserves		20.8	3.7	24.5	-	24.5	-
Total New Benicia-Martinez Bridge Project		1,059.9	212.7	1,272.5	1,194.1	1,272.5	-

Notes: **Includes EA's 00601_,00603_,00605_,00606_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) (Continued)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (05/2009)	Cost To Date (05/2009)	Cost Forecast (05/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Carquinez Bridge Replacement Project							
New Bridge	**01301_**						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	2.7	256.0	255.9	256.0	-
Total		313.8	2.4	316.2	316.1	316.2	-
Crockett Interchange Reconstruction	**01305_**						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	(1.9)	72.0	71.9	72.0	-
Total		105.9	(2.0)	103.9	103.8	103.9	-
Existing 1927 Bridge Demolition	**01309_**						
Capital Outlay Support		16.1	(0.5)	15.6	15.6	15.6	-
Capital Outlay Construction		35.2	-	35.2	34.8	35.2	-
Total		51.3	(0.5)	50.8	50.4	50.8	-
Other Contracts	**See note below**						
Capital Outlay Support		15.8	1.2	17.0	16.3	17.0	-
Capital Outlay Construction		18.8	(1.2)	17.6	16.1	17.6	-
Capital Outlay Right-of-Way		10.5	(0.1)	10.4	9.9	10.4	-
Total		45.1	(0.1)	45.0	42.3	45.0	-
Subtotal BATA Capital Outlay Support		124.4	0.3	124.7	124.0	124.7	-
Subtotal BATA Capital Outlay Construction		381.2	(0.4)	380.8	378.7	380.8	-
Subtotal Capital Outlay Right-of-Way		10.5	(0.1)	10.4	9.9	10.4	-
Project Reserves		12.1	(9.8)	2.3	-	2.3	-
Total Carquinez Bridge Replacement Project		528.2	(10.0)	518.2	512.6	518.2	-

Notes: **Other Contracts includes EA's 01301_,01302_, 01303_, 01304_,01305_, 01306_, 01307_, 01308_, 01309_,0130A_, 0130C_, 0130D_ , 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) (Continued)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (05/2009)	Cost To Date (05/2009)	Cost Forecast (05/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation			See note [1] below				
Capital Outlay Support							
BATA Funding		2.2	(0.8)	1.4	1.4	1.4	-
Non-BATA Funding		8.6	1.8	10.4	10.4	10.4	-
Subtotal		10.8	1.0	11.8	11.8	11.8	-
Capital Outlay Construction							
BATA Funding		40.2	(6.8)	33.4	33.4	33.4	-
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	(6.8)	84.5	84.5	84.5	-
Project Reserves		-	0.8	0.8	-	0.8	-
Total		102.1	(5.0)	97.1	96.3	97.1	-
Rehabilitation	04152_						
Capital Outlay Support							
BATA Funding		4.0	(0.7)	3.3	3.3	3.3	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.7)	3.3	3.3	3.3	-
Capital Outlay Construction		16.9	(0.6)	16.3	16.3	16.3	-
Project Reserves		0.1	0.3	0.4	-	0.4	-
Total		25.0	(5.0)	20.0	19.6	20.0	-
Richmond Parkway Project (RM 1 Share Only)	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
Total		5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening	See note [2] below						
Capital Outlay Support		34.6	(0.5)	34.1	34.1	34.1	-
Capital Outlay Construction		180.2	(6.1)	174.1	174.1	174.1	-
Capital Outlay Right-of-Way		1.5	(0.9)	0.6	0.5	0.6	-
Project Reserves		1.5	(0.5)	1.0	-	1.0	-
Total		217.8	(8.0)	209.8	208.7	209.8	-
I-880/SR-92 Interchange Reconstruction	EA's 23317_, 01601_, and 01602_						
Capital Outlay Support		28.8	34.6	63.4	47.5	63.4	-
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	64.1	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	64.1	155.0	-
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.7	16.9	-
Project Reserves		0.3	9.4	9.7	-	9.7	-
Total		133.8	111.2	245.0	123.3	245.0	-
Bayfront Expressway Widening	EA's 00487_, 01511_, and 01512_						
Capital Outlay Support		8.6	(0.2)	8.4	8.3	8.4	-
Capital Outlay Construction		26.5	(1.5)	25.0	24.9	25.0	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	(0.3)	0.5	-	0.5	-
Total		36.1	(2.0)	34.1	33.4	34.1	-
US 101/University Avenue Interchange Modification	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	61.6	419.8	400.1	419.8	-
Subtotal BATA Capital Outlay Construction		1,569.8	209.3	1,779.1	1,656.1	1,779.1	-
Subtotal Capital Outlay Right-of-Way		42.5	5.9	48.4	39.3	48.4	-
Subtotal Non-BATA Capital Outlay Support		14.0	4.0	18.0	17.6	18.0	-
Subtotal Non-BATA Capital Outlay Construction		92.4	9.5	101.9	82.9	101.9	-
Project Reserves		35.6	3.6	39.2	-	39.2	-
Total RM1 Program		2,112.6	293.9	2,406.4	2,196.0	2,406.4	-

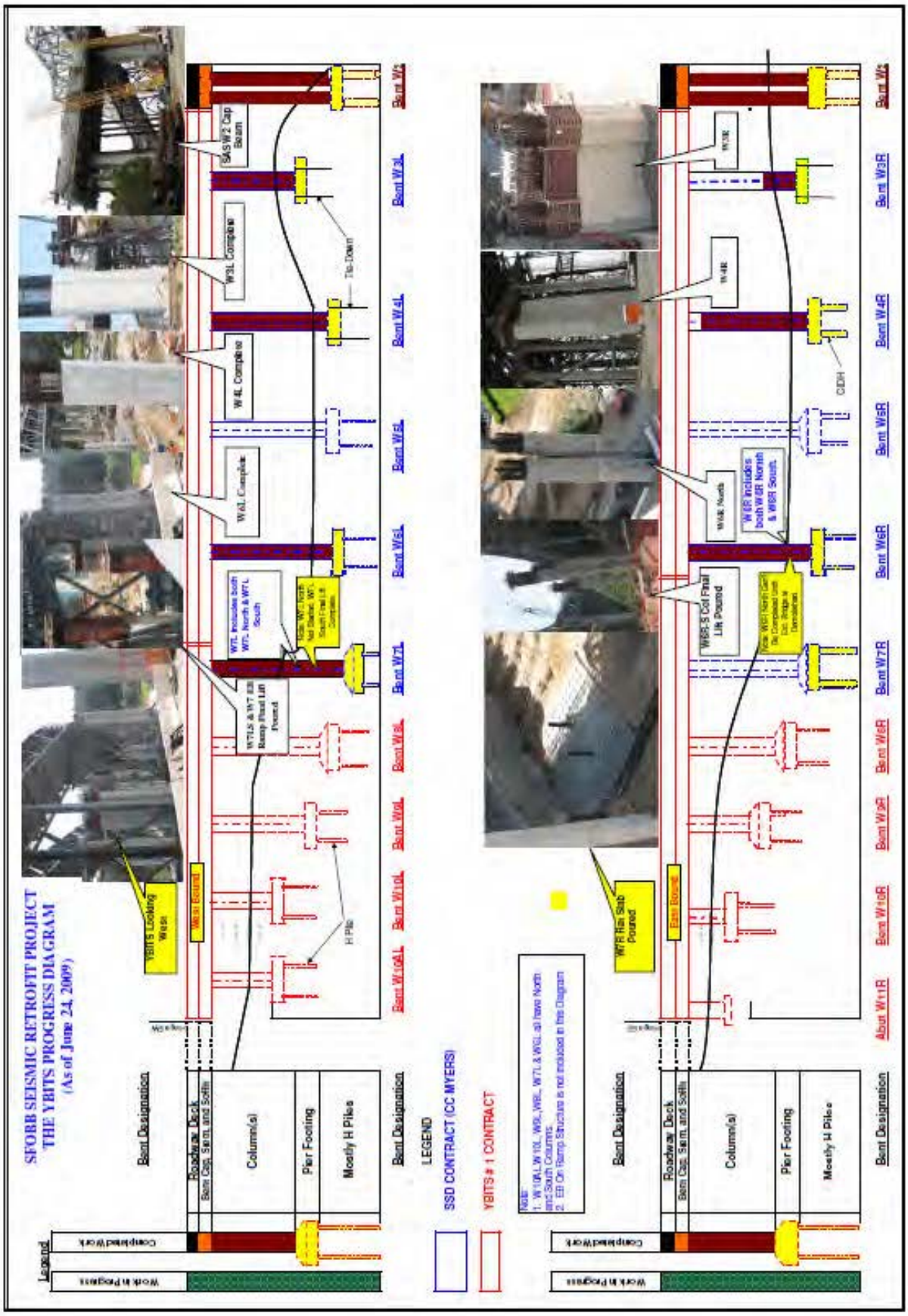
Notes:

1 Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

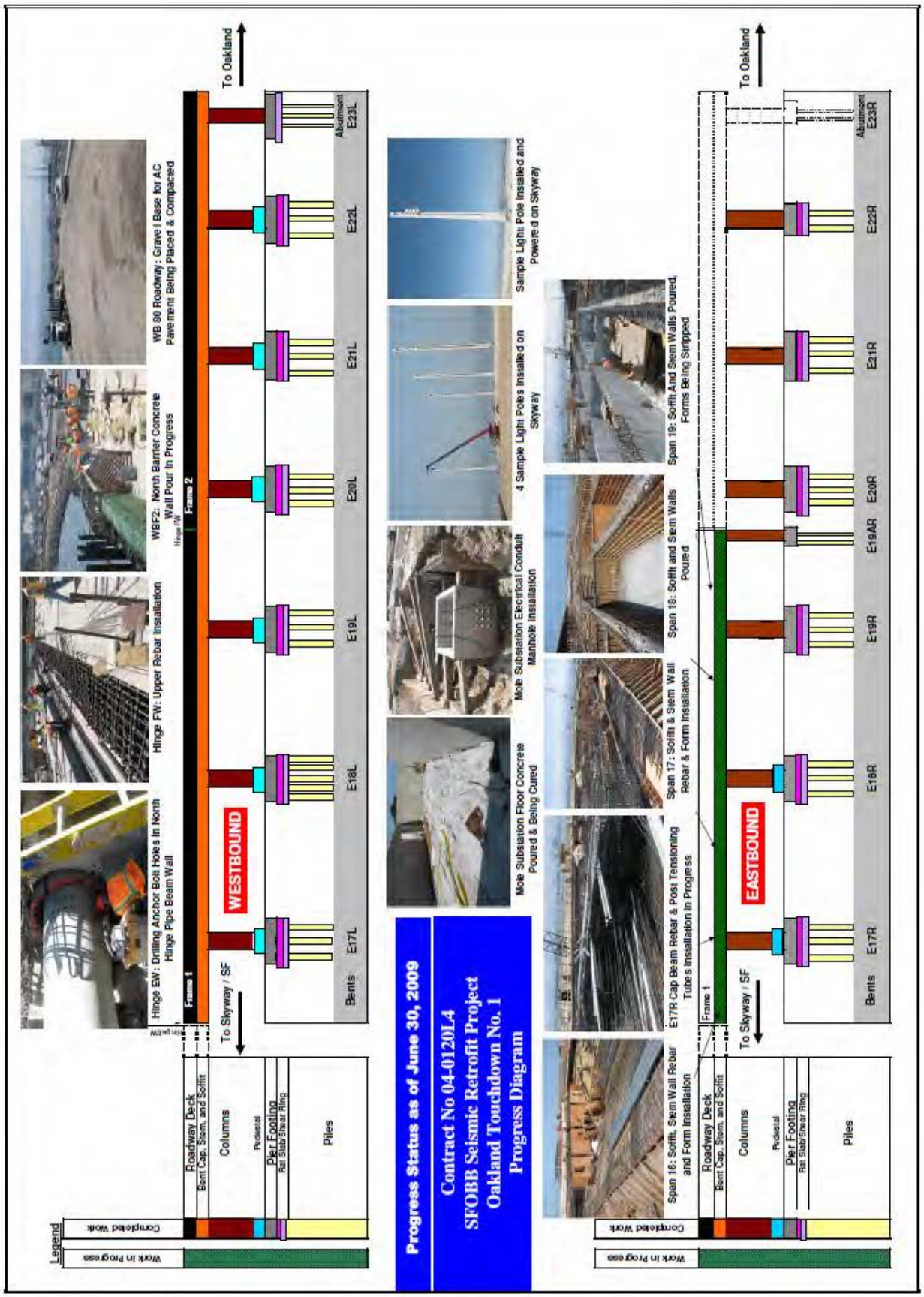
2 San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505_, 04506_, 04507_, 04508_, 04509_, 27740_, 27790_, 04860_

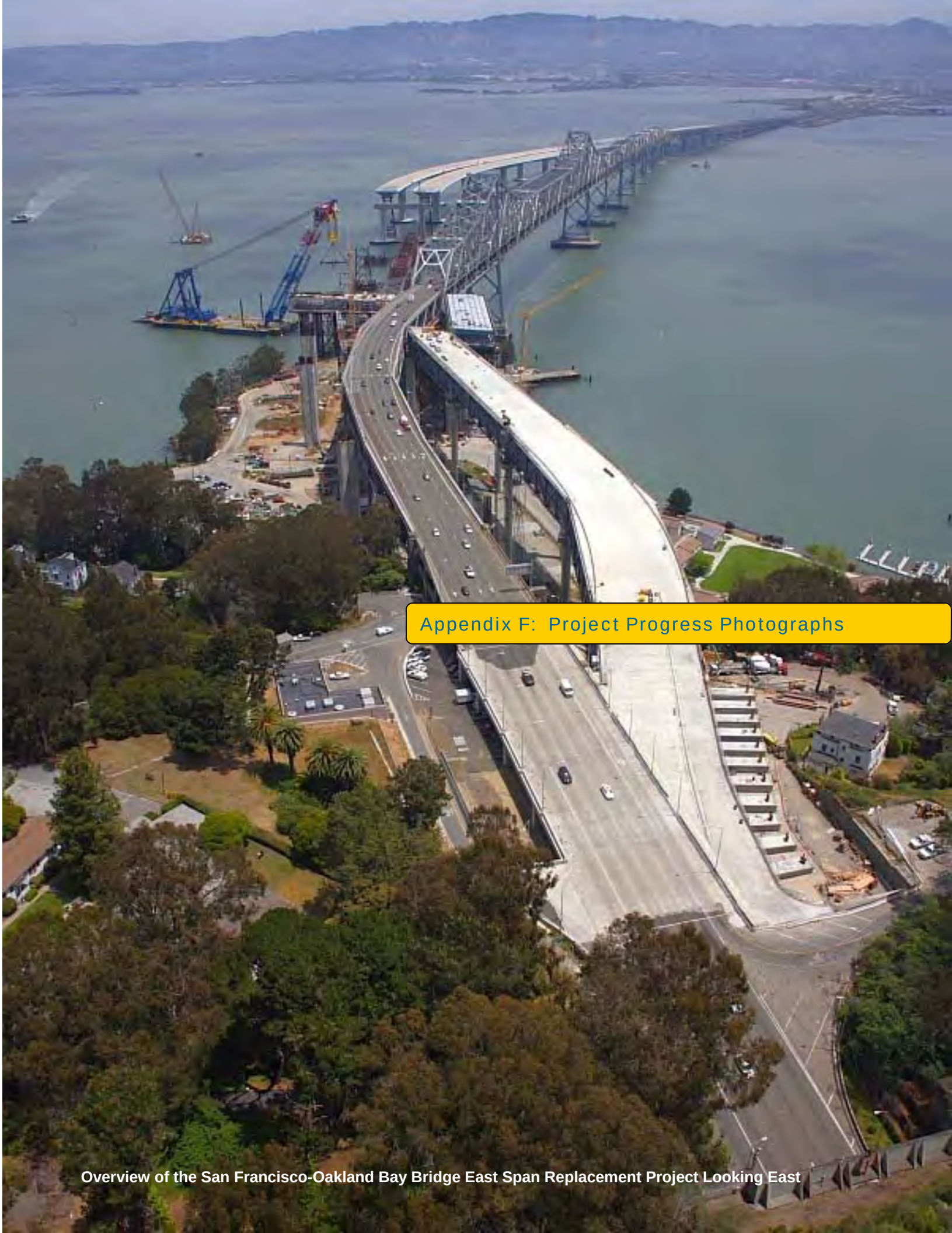
Note: Details may not sum to totals due to rounding effects.

Appendix D: YBITS Advanced Work Project Progress Diagram



Appendix E: OTD #1 Program Diagram





Appendix F: Project Progress Photographs

Overview of the San Francisco-Oakland Bay Bridge East Span Replacement Project Looking East

Appendix F: Project Progress Photographs

Yerba Buena Island Detour

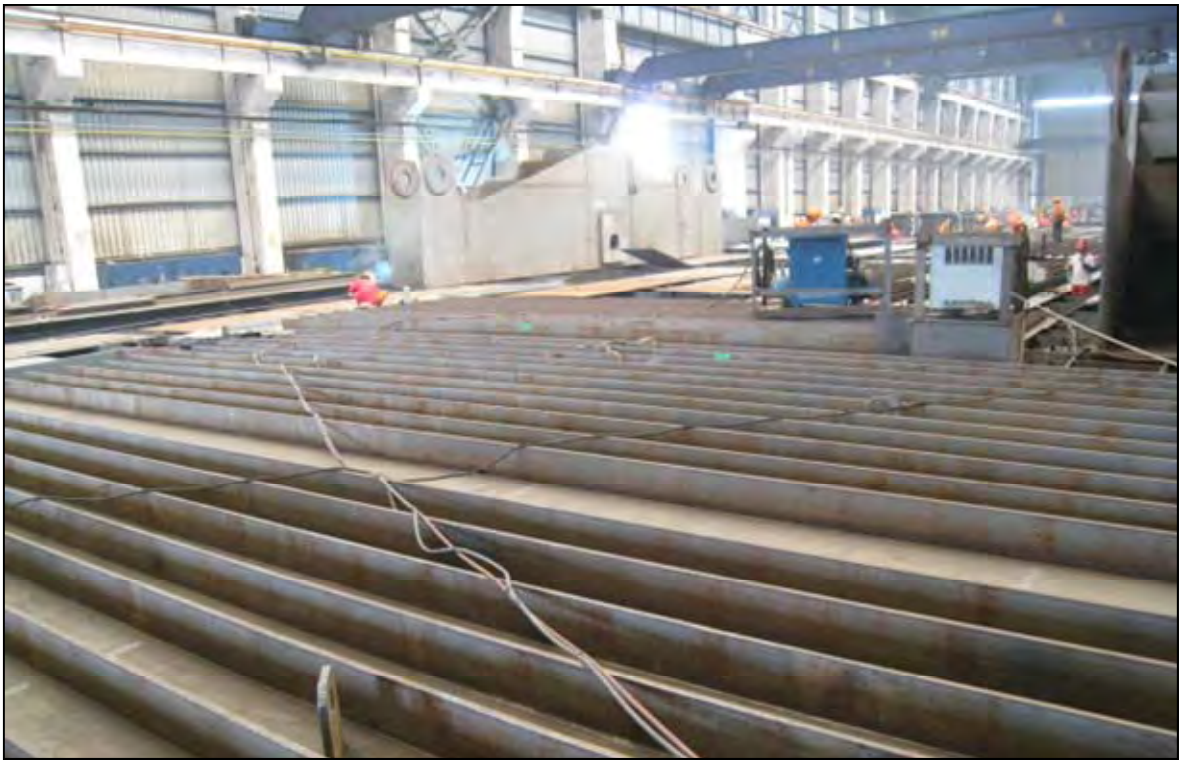
East Tie In Roll Out Skid Bent Structure 8 Line Installed

Upper Deck of the East Tie-In Truss

East Tie-in Skid Bent Structure

Appendix F: Project Progress Photographs

Self-Anchored Suspension Bridge Fabrication



Super Panel Assembly in Bay 1

Floor beam being conducted Sub-Assembly in Bay 3

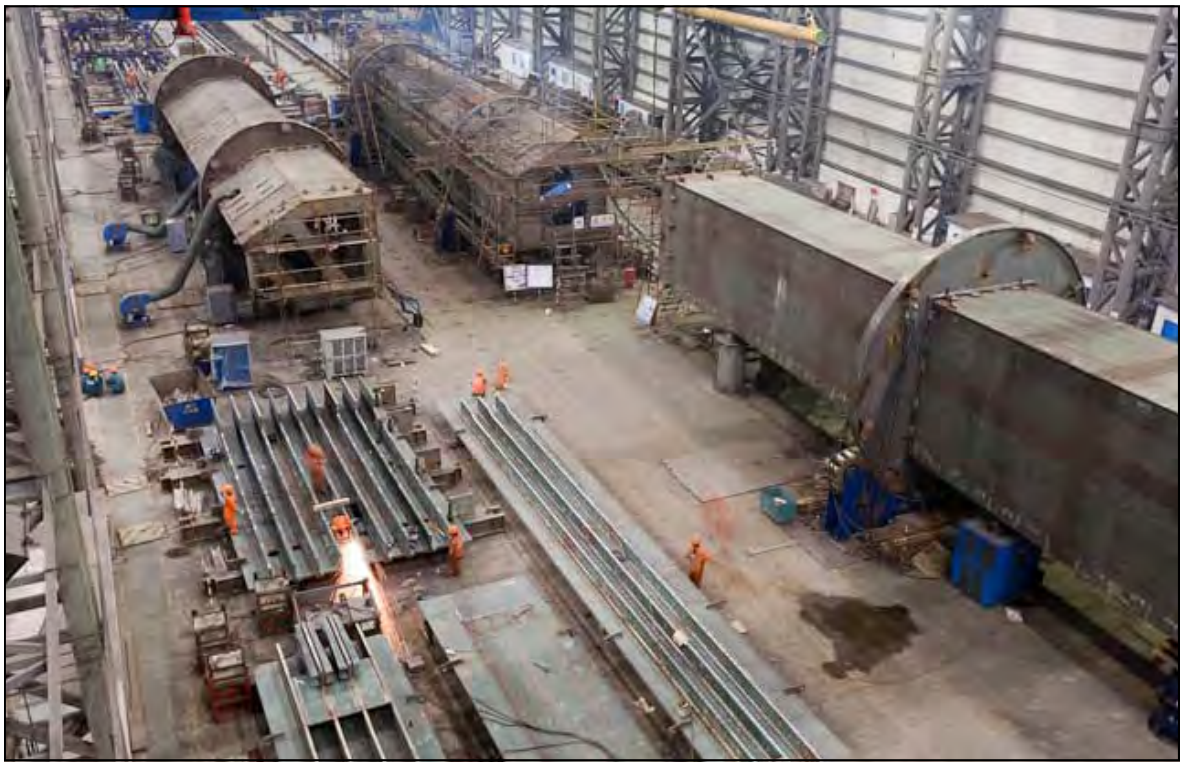
Lift 1 East Shaft in Milling Yard

Orthotropic Box Girder Floor Beam Fabrication Facility

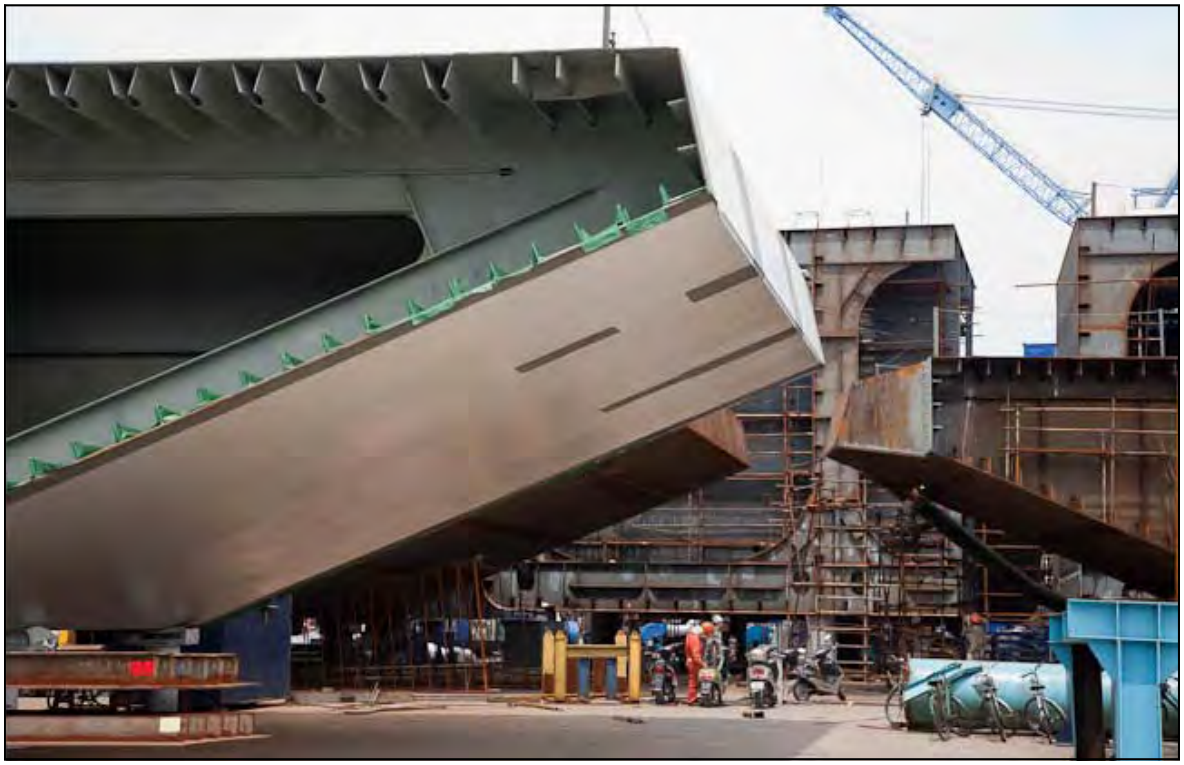
Self-Anchored Suspension Bridge Fabrication Cont.

Tower Double Diaphragm and Cross Bracing Fabrication Facility

Completed Deck Segment 1 through 4 Fit up



Tower Shaft Assembly Facility



Completed Deck Segment 1 through 4 Fit up

Appendix F: Project Progress Photographs

Oakland Touchdown

OTD1 Hinge EW Eastbound Blockout

OTD1 WB Drainage Pipe Installation

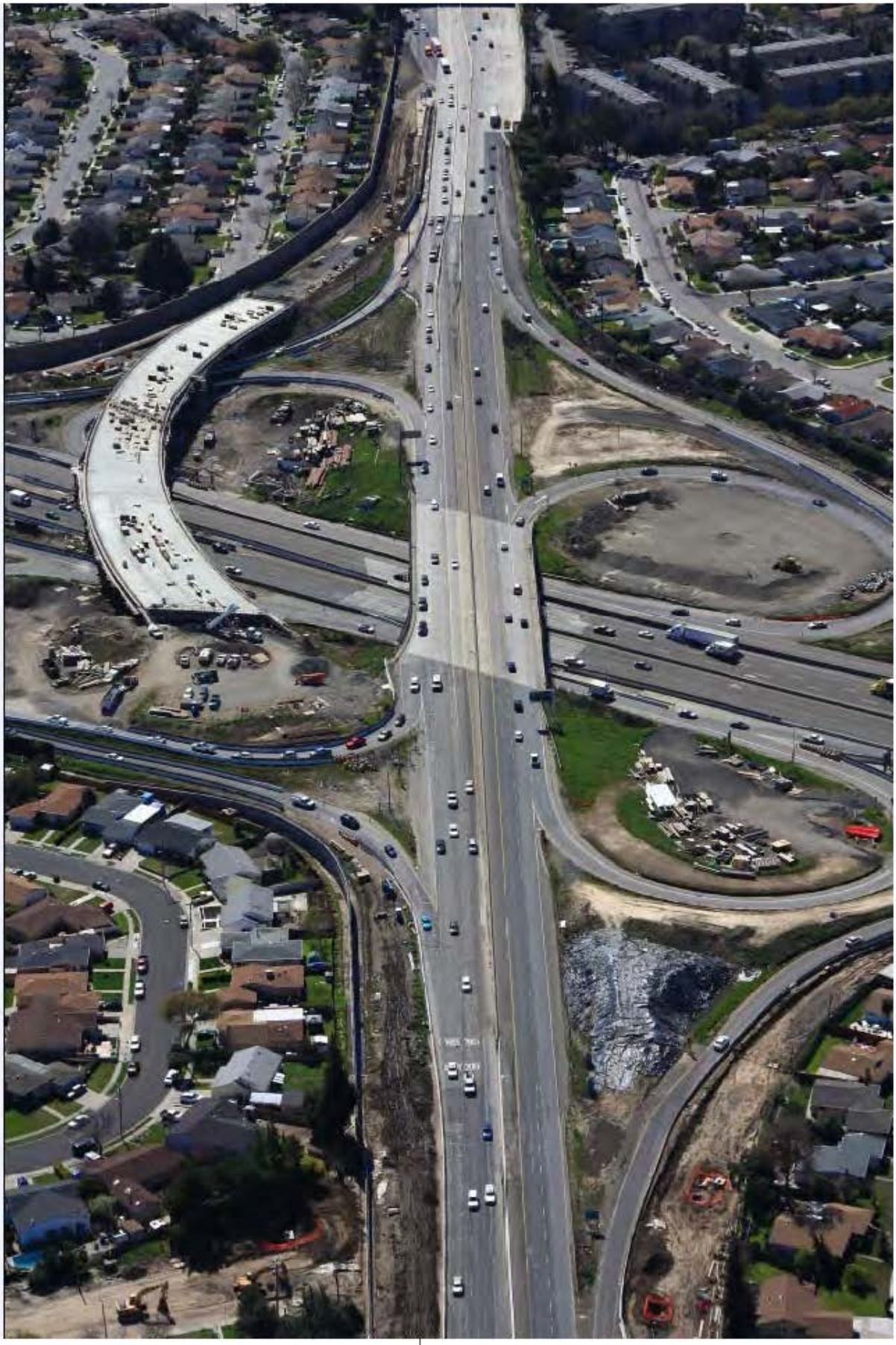
OTD #1 West Approach Coping Wall Formwork Installation

Appendix F: Project Progress Photographs

92/880 Interchange

Paving Operation on Eastbound 92

ENCONN Bridge



Overview of 92/880 Interchange

Appendix G: Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

% COMPLETE: % Complete is based on an evaluation of progress on the project, expenditures to date, and schedule.

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The information in this report is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production is $1,574,873.73.

URS Hatch Mott MacDonald
Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott MacDonald

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 24, 2009

FR: PMT

RE: Agenda No. - 5a

Item- Program Issues
QA/ QC Update

Recommendation:
For Information Only

Cost:
N/A

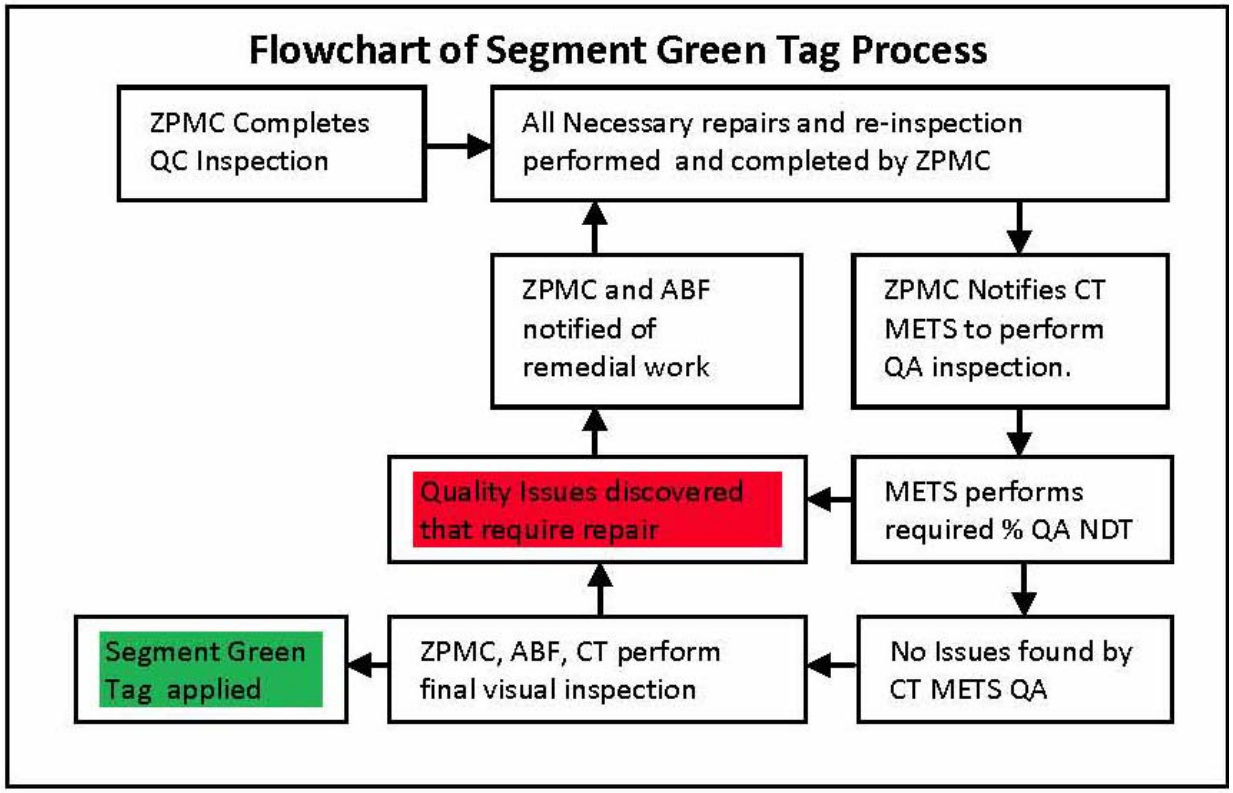
Schedule Impacts:
N/A

Discussion:

Quality Control (QC) is the responsibility of the Contractor and Quality Assurance (QA) is the prerogative of the Engineer, as defined in the Standard Specifications and project Special Provisions. The established practice of the Department's QA program is such that QC processes are verified independently and separately, but not until the fabricator has completed their QC process. The TBPOC has requested an update on the following two recent occurrences on the project, as it relates to the QC/ QA process:

A. <u>On Stiffener Welding on Segment 1AA on the SAS</u>

The SAS Orthotropic Box Girders (OBG) and tower legs are comprised of thousands of welded steel stiffened members. Multiple members are then joined and welded into larger sub-assemblies. All members and subassemblies must meet contract requirements before incorporation into larger assemblies. Resolving issues once members are assembled and buried in larger assemblies is difficult without adversely impacting the schedule. Therefore, it was necessary to improve the quality process through "Green Tagging" to ensure the contract requirements are met continuously throughout fabrication.



The Green Tagging procedure in conjunction with the QA database provides a uniform procedure for in-process inspection verification and acceptance of OBG and Tower components. The Green Tagging procedure along with QA database provides the following:

1. A process that creates a direct link between subassemblies and welding reports.
2. Allows the QC/ QA process to be executed in an efficient manner.
3. Information is accessible, available, and can be sorted in real-time.
4. Will ensure records are reconciled before components and assemblies are shipped.
5. Subassemblies will be accepted and certified upon completion.
6. Reports (data packets) for each assembly or sub-assembly shall be generated based on Department needs.
7. Provides a progress tracking capability for fabricated sub-assemblies and assembly stages.

Last month ABF QC/QA and CT QA discovered there was a potential dimensional issue with the stiffener plates in segments 1AAE and 1AAW. 46 stiffener plates were identified as being too small, therefore, creating a gap between adjoining plates that did not meet AWS code. The code allows maximum gap of 5 mm; some plates had gaps of 8 mm to 15 mm. For segments 1AAE and 1AAW, 46 stiffener plates, or 14%, out of 340 total plates needed to be removed and reworked.

Segment 1AA Stiffener Plate Timeline

May 20, 2009	ABF QC/QA and CT QA discovered there was a potential dimensional issue with the stiffener plates in segments 1AAE and 1AAW. These OBG segments are only about 3m (10 ft) slices of the OBG at the west end of the bridge. 46 stiffener plates were identified as being too small, therefore creating a gap between adjoining plates that did not meet code. The AWS code allows max gap of 5 mm; some plates had gaps of 8 mm to 15 mm. Each OBG section has about 170 plates (340 in total) of which 46 plates or 14% had to be removed and reworked.
May 22, 2009	ZPMC QC informed the ABF and CT that the segments were ready for painting. A final inspection was made, and both ABF and CT agreed that the work was incomplete and noncompliant. ABF wrote a stop work order because work was not completed, and Non-Conformance Reports (NCR's) locations had to be addressed and cleared. ZPMC moved forward to send the segments to paint without repair. A RFI between ZPMC to ABF requested approval of the segment as fabricated without repair. This request was rejected by ABF.
June 4, 2009	TBPOC Meeting
June 6, 2009	ZPMC started repair of the 46 plates.

As a result of the delays in repair of these stiffener plates, the first shipment of OBG's has been delayed. The most recent date from ABF on when the first ship will leave China is July 25, 2009.

Lessons Learned

Why wasn't this caught earlier?
First, these welds were some of the final welds in the OBG segments. Second, any earlier than May 20, 2009, it would have been difficult to determine whether work met specification or was non-conforming, as the work would have still been "in process." It should be noted that these were not obvious flaws (3mm = 1/8 inch).

Did the QC/ QA process work?
Yes, in the global sense, the non-conforming welds were discovered by ABF QC/QA and CT QA; repairs are being made; and, the green tagging procedures would have identified the sub-assembly as non-conforming. However, there was a failure in the ZPMC QC process that accepted the non-conforming welds and allowed the segment to move on to painting.

ZPMC QC was identified in the Department's pre-audit as a potential challenge. While strives in quality have been made at their facility, ZPMC, and by default ABF, continues to struggle at times with fabrication and QC challenges. Challenges, like those on 1AA or on future more complicated segments like 13 and 14, may result in a further diversion of Team China resources from their QA role and their ability to perhaps be more proactive in identify problems early versus being reactive.

The green tagging process is the backstop in the quality process; ZPMC QC should have caught the problem first and not allowed the segments to move forward to paint. If we cannot rely on the ZPMC and ABF QC processes, then additional Team China/METS QA resources may be necessary.

<u>2) Gusset Plate Strengthening on the Yerba Buena Island Detour.</u>

During the erection of the roll-in truss, Caltrans inspectors discovered that the vertical truss members were being overstressed, which resulted in small tears in the members. The tears were only millimeters deep and were repaired by a combination of re-welding, grinding out of tears, and installing additional gusset plates at the connections. Rechecking of the design shows no problem with the underlying design and that the additional gusset plates will provide additional redundancy for load transfer.

The cause of the tears was a combination of challenging design details and fabrication and erection processes.

1. The connection detail called for the gusset plates to be incorporated into the vertical truss members by complete penetration welding, as opposed to say a fully bolted gusset plate connection for both the vertical and horizontal connection. While the connection detail was sufficient, it may not have been completely optimized by the designers and shop detailers to the capability of the fabrication facility.

2. Fabrication of the relatively thick plate members can be difficult even for experienced welders, as the plates and welds tend to be highly restrained and subject to potential residual stresses. In this case, these stresses can make the connection more susceptible to tearing. With gusset plate welds on either side of the vertical member, the welds, which are stronger than the base plate material, induced internal stresses in the connection that on a localized area was pulling the base plate material apart.

3. Finally, the potential for tearing was further aggravated by the out of plane bending introduced when the gusset's bolted connections were finally tightened into place. The bolting added additional stresses to the area, which further pulled the vertical column to both the right and left resulting in the tears.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 24, 2009

FR: Program Management Team

RE: Agenda No. - 5b

Item- Program Issues
PMT Operations

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
At the May 2009 meeting of the Toll Bridge Program Oversight Committee (TBPOC), the Project Management Team (PMT) was tasked by the TBPOC with development of recommendations for improving the operation of the PMT. The following recommendations are the result of a series of meetings (described below), discussions and input received from principal staff support to the PMT, as well as the PMT itself.

Principal staff to the PMT met to discuss the operations of both the PMT and support staff to the PMT. A key issue that was identified was an impression that information is sometimes "filtered". This was described as development of analysis at lower staff levels without the participation of PMT support staff and presentation of the results of the analysis to PMT support staff without the benefit of the raw input behind the analysis. PMT support staff indicated that they would prefer to receive raw data and attend meetings when desired where initial analysis is occurring. PMT support staff also indicated that a greater understanding of their respective organizational structures would be helpful. A summary of comments from the meeting is presented on page 3.

The PMT met separately. An issue similar to that discussed by PMT support staff was a major topic of discussion. It was requested that more project information be provided to the PMT and that greater efforts be made to include the PMT and PMT support staff in any meeting that may be discussing a topic that could be of interest to the PMT. Another

issue identified was the structure of PMT meetings – they are very structured and focus on development of the agenda and supporting materials for TBPOC meetings. This reduces the ability of the PMT to function effectively in a forward looking mode with respect to project issues.

Finally, the PMT met with PMT support staff to discuss the results of the two meetings. Overall, improved and increased communication was the most common theme. Some of the discussion focused on specific implementation of the general recommendations with respect to the SAS project. The following recommendations were agreed on for implementation:

1 – circulation of "raw information" and greater involvement of PMT support staff at all project meetings;

2 – the weekly PMT meeting will be split into two parts. The first part will follow a structured agenda and focus on preparation for TBPOC meetings. The second part will be an informal discussion between the PMT, PMT support staff and principal project and program staff. The goal of this is to facilitate earlier identification of issues of interest to the PMT.

3 – the PMT will be used as needed as an informal Dispute Resolution Board. This will occur outside of regular PMT meetings. Establish appropriate Internal Resolution matrix for both structural and contract administration efforts with inclusion of full PMT.

4- the PMT has recommended the project initiate a formal facilitate partnering arrangement.

Some recommendations have been raised by members of PMT, that are not agreed to uniformly, but still potentially viable. In particular the BATA representative still recommends a more aggressive attempt to define responsibility for delays and damages incurred to date.

BATA recommends a more formal facilitated claims resolution process, including the use of the Contract's Dispute Review Board process. BATA still supports the idea of carving off specific assignments, like resolution of major claims using resources not currently assigned to fabrication in China or erection in the Bay Area. A separate activity group is currently working at trying to expedite the approval of shop drawings to minimize the gap in fabrication. Additional groups should start to focus and report on unidentified problems that are appearing in the risk management analysis, but will surface during the course of construction.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

NOTES from PMT Support Staff Meeting

Tony's request:
How can we work more efficiently together?

Three questions from Brian:

1) What is working well that we should encourage more of,
2) What is not working so well and we should do less of it, and
3) What recommendations might be considered to make us more efficient?

Who:
Ali Banani, Pete Siegenthaler, Dina Noel, Ken Terpstra, Brian Maroney, Pochana Chongchaikit, Jason Weinstein, Peter Lee, Jon Tapping, Mike Forner

1) A great many things are working well and some good communicaiton is taking place

   Good attitudes, working hard, Champion's mtg, BATA coordination mtg, Risk team, finance team, schedule team, Antioch & Dumbarton, CPT, the bridge is getting built, etc.

2) To be more efficient, we need to communicate with each other to even a greater degree.

   a) We are not completely aware of others assignments and needs.
   b) What is it each team member needs to be successful within their agency, within the TBP, and what do they need from others, all in order to contribute to the success of the TBP?
   c) Lots of good exchanges, but some interference is developed at times.
   d) Interference with other's work at progressing the project led to a suggestion to "stay in your lane lines" concept (look and observe, but don't disrupt me getting my work done). Some frustration with this as it may lead to less information transferred ("I may need to drive in your lane for a while").
   e) There is a sense that CT is filtering information and should pass on crude preliminary information and label it that, but pass it on.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 24, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6a

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Transition Structures No. 1 Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Yerba Buena Island Transition Structures No. 1 contract is currently out for bid. At the June TBPOC meeting, approval was given to issue Addendum #5. It is expected to be issued on July 10, 2009.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 24, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6b

Item- San Francisco-Oakland Bay Bridge Updates
Oakland Touchdown (OTD) No. 1 Update

Recommendation:
For Information Only

Cost: N/A

Schedule Impacts: N/A

Discussion:
The Oakland Touchdown (OTD) No. 1 contract is making good progress. As of June 24th the following progress has been made:

Westbound:

- Frame 1 and 2 completed.
- Work continues on both Hinge EW and FW.
- Westbound roadway section cellular concrete has been completed. Began placing aggregate base material on roadway. Continue barrier slab operation behind abutment 23L and preparing barrier rail for concrete placement operation.

Eastbound:

- Substructure work is complete.
- All falsework is now complete for Frame 1.
- Working on Frame 1 - Spans 17, 18 and 19 rebar operation.

General:

- Demonstration light poles delivery scheduled for installation on the Skyway by mid-July, 2009.
- Mole Substation – Preparing the area for slab concrete placement operation.

The contractual completion of the Westbound bridge is 10/18/2009 with a forecast completion date of 9/3/2009. The contractual completion for the entire contract is June 2010, however given the current progress the project may be completed in early April 2010.

Attachment(s):
1) OTD1 Progress Diagram 06-18-09
2) OTD1 Photo - Progress thru May 29, 2009

Progress Status as of June 18, 2009

Contract No 04-0120L4
SFOBB Seismic Retrofit Project
Oakland Touchdown No. 1
Progress Diagram

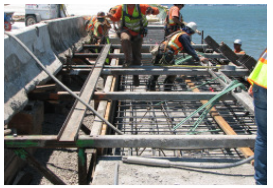
Hinge EW: Drilling Anchor Holes in North Hinge Pipe Beam

Hinge EW: South Hinge Pipe Anchor Bracket Installation

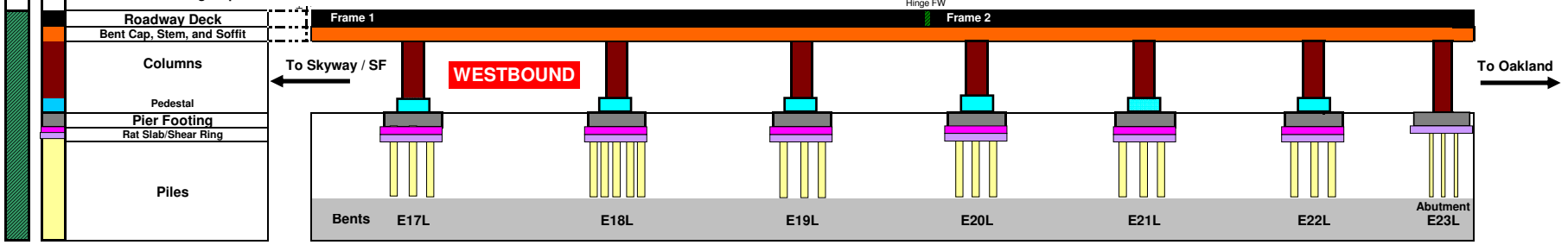
Hinge FW: Lower Seat Poured

Environmental Mitigation Measures Put in Place

Hinge FW



WB 80 Roadway: North Coping Wall Form & Rebar Installation



Mole Substation Floor Ready for Pour

Mole Substation Duct Bank: Discovery of Empty Duct Bank to Be Demolished

WB 80 Roadway Base Layer Over Cellular Concrete Being Rolled

WB 80 Roadway Grading

Span 16: Soffit Rebar & Hinge E Pipe Beam Form Installation

E17R Cap Beam Rebar Installation

Span 17: Soffit Rebar Installation

Span 18: Stem Wall Post Tensioning Tubes & Rebar Installation

Span 19: Stem Forms Installation


INSTINCT

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 24, 2009

FR: Peter Lee, Senior Transportation Engineer, BATA
Mo Pazooki, Caltrans

RE: Agenda No. - 8a

Item- Benicia-Martinez Bridge
1962 Benicia-Martinez Bridge Modification Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The 1962 Benicia-Martinez Bridge Modification Contract is forecast to be completed four months ahead of schedule in August 2009. Based on current progress, the additional southbound I-780 lane will open to traffic by early August, while the new pedestrian/bicycle pathway will be ready by the end of August. The contract will be completed well within its current contract budget.

Staff is planning a press-release for the opening of the southbound I-780 lane and an opening event for the pedestrian/bicycle pathway on the morning of Saturday, August 29, 2009. Staff is coordinating with the local community and interested stakeholders, including staff for Congressman Miller, and the Bay and Ridge Trail projects.

Attachment(s):
N/A

ITEM 9: OTHER BUSINESS

No Attachments

ITEM 10: YERBA BUENA ISLAND TOUR (Optional)